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EFFECT OF BOYCOTT ON HOME TRADE.

Breach of the Irwin-
Gandhi Agreement.
THE COTTON COLLAPSE.

Rugby, Yesterday.

In a debate on the India Office
vote in the House of Commons
to-day, Sir Philip Cunliffe-Lister
(Conservative) drew attention to
the serious effect of the boycott
and picketing on British trade.
He declared that not only was
the Irwin-Gandhi agreement not
being carried out in the letter,
but no attempt was being made
to carry it out, and the so-called
truce was a delusion.

Sir Herbert Samuel (Liberal)
said that the most important
causes of the collapse of Lancashire
Trade had undoubtedly been
the Indian tariff duties and the
Indian boycott. He invited the
Secretary for India, Mr. Wedg-
wood-Benn, to indicate the steps
being taken to press on with the
necessary measures to implement
the conclusions of the Round
Table Conference, for the sooner
this was done the more likely it
would be that the troubles in
India would cease.

Mr. Benn said that in some
quarters it was wrongly imagined
that the difficulties through
which Lancashire was passing
were solely due to the political
cause mishandled in India, but it
must be remembered that in the
last 10 years the whole of the
British export trade had suffered
a severe decline.

Village Industry.

Dealing with the Irwin-Gandhi
conversations, he pointed out that
the Government of India were
encouraging Indian industry.
The salvation of India's huge
agricultural population lay in
the encouragement of village in-
dustry. The economic value to
India of this movement was not
fully appreciated here, but if the
economic position of India could
be improved the Lancashire
cotton trade would benefit.

The total demand for cotton
goods in India was nearly
4,000,000 yards, and as produc-
tion of Indian mills was only
2,500,000 yards there was a big
margin which would have to be
filled from external sources, par-
ticularly as the demand for bet-
ter quality of goods increased.

He emphasised the necessity
of restraining extremists on both
sides. The restoration of good
relations between the two peoples
was the first essential. Patience
and courage in pursuit of peace
were never more necessary.

Mill Owners to Blame?

Mr. Winston Churchill said
that the Imperial Parliament was
responsible for the welfare of the
peoples both of India and Bri-
tain, and until they parted with
that responsibility they had
power and lawful rights to act in
the interests of both. He de-
clared that the boycott and demands
for prohibitive tariffs were
directly injurious to the well-
being of the mass of the India.
There was scarcely any com-
modity whose exclusion from
India would inflict more injury
on the Indian people than cotton
cloth. No class of capitalist in
the world in this year of econ-
omic misfortune had made such
vast profits as the Indian Mil-
lowners. This, coupled with the
fact that conditions in Indian
mills were lamentably below
those of other countries, entitled
them to say that it was in the
interests of the Indian people that
this monopoly should be prevent-
ed. Indian mill-owners were fi-
nancial supporters of Gandhi and
provided the money behind the
boycott.

The debate is proceeding.—Bri-
tish Wireless Service.

GENEVA PARLEY.

LARGE DELEGATION LEAVES GERMANY.

ARMY OF EXPERTS.

Berlin, Yesterday.
In view of the discussions
which are likely to take place
between German and French dele-
gations, an unprecedented German
delegation has left for Geneva headed by Dr.
Curtius, accompanied by 50 ex-
perts and advisers.—Reuter.

ROYAL MAIL SENSATION

SUMMONS SERVED
ON CHAIRMAN.

FALSE REPORTS?

PEER TO FIGHT CASE
TO THE HILT.

London, Yesterday.

Reuter was informed at Lord
Kysant's house to-day that two
summons granted by the
Magistrate at the Mansion House
had been served him to-day in
connection with the affairs of the
Royal Mail Steam Packet Com-
pany, returnable for June 2.

The Attorney-General stated
in the House of Commons recent-
ly that the affairs of the Royal
Mail Co. were subject to investi-
gation.

[Lord Kysant, who is 68, is
Chairman and Managing Director
of the R.M.S.P., the White Star
Line, and the Union Castle Line.
He was created a Baron in 1923.]

Emphatic Denial.

London, Yesterday.

Lord Kysant said that the al-
legation was that he circulated
false annual reports for 1926 and

CHILD "SLAVERY."

Treatment of Mui Tsai in
Hong Kong.

London, Yesterday.

In the House of Commons
to-day Mr. H. Graham White
(Labour, Birkenhead, East)
asked whether the adminis-
tration of Hong Kong pro-
posed to appoint an inspec-
tor or inspectors to watch
over the treatment of
mui tsai in Hong Kong.

Dr. Shiels said that the
Governor had informed Lord
Passfield that he was sub-
mitting proposals for such
an appointment.

In reply to a further ques-
tion he said that there was
no evidence of the registra-
tion of mui tsai being evad-
ed. If Mr. H. Graham White
had any evidence of evasion
Dr. Shiels would be glad to
receive it.—Reuter.

1927 in order to mislead share-
holders. He entirely denied the
allegations and would fight the
case to the hilt. He had no fear
of the result.—Reuter.

[A cable dated February 12
stated:—Sir William McIntock,
whom the Trade Facilities Act
advisory committee instructed to
examine the position of the com-
panies in the group, said that
the White Star Co.'s assets were
estimated at £3,394,000, and the
liabilities at £4,442,000, which
meant that the whole of the or-
dinary share capital was lost.

The deficiency amounted to
£5,000,000. He said that vot-
ing trustees considered that the
White Star Co. paid an extra-
vagant price when it took over
the Royal Mail contract for the
purchase of the Oceanic Steam
Navigation Company, with cap-
ital of £7,000,000; also, that too
large a proportion of capital had
been raised by preference shares
bearing fixed interest.

The book value of the R.M.S.P.
fleet and investments largely ex-
ceeded the present estimated
value.

At a subsequent meeting
R.M.S.P. debenture holders, by a
large majority, consented to a
moratorium and the raising of
£250,000 by new debentures.
R.M.S.P. stock recovered to 7½
on weighty counsel's opinion that
the liability was limited.

At a meeting of debenture hold-
ers of the Royal Mail Steam
Packet Co. and preference share-
holders of the White Star Line,
in London, the White Star share-
holders overwhelmingly passed a
resolution in favour of a six-
month moratorium in respect
of dividends on £5,000,000 worth
of 6½ per cent. cumulative pre-
ference shares in the White Star
Line, guaranteed by the
R.M.S.P. Co., in order to enable
the latter to submit a complete
scheme of reorganisation.

PRIMATE FLEES.

ARCHBISHOP OF TOLEDO
LEAVES MADRID.

GOES TO FRANCE.

Madrid, Yesterday.
The Primate of Spain, Cardinal
Archbishop of Toledo, has fled to
France.

Possessions Seized.

Madrid, Later.
The Primate (Cardinal Segura)
safely reached the frontier at
Irún by motor car.

The Government has decided
to seize all ex-King Alfonso's
possessions, alleging that he em-
ployed his position to enrich him-
self.

Martial Law.

Madrid, Later.
Martial law has been declared
throughout Andalusia.

Earlier Cable.

Madrid, Yesterday.
The members of religious com-
munities in many places in the
provinces are leaving their con-
vents and monasteries, fearing a
continuation of attacks on them.

Further details of the distur-
bances in the provinces yesterday
show that martial law was declared
in Murcia, where two convents
and the office of the Catholic news-
paper Verity were set on fire.

The explosion of a bomb ex-
tensively damaged the Carmelite
monastery in Granada.

Only two casualties are reported
as a result of the rioting in the
provinces. A child was killed by
a rifle shot during the attack on
a convent in Alicante, and the
rector of the Jesuit college was
seriously injured when he jumped
from a window to make his escape.

The trouble continues in An-
dalusia, in spite of the Govern-
ment's measures.

Hitherto three people have been
killed and eight injured in rioting
at Cordova.

Martial law has been declared at
Granada. It is now stated that
four have been killed and 10 wound-
ed at Cordova, where the rioters
looted a gun merchant's shop and
the police had great difficulty in
restoring order.

It is alleged that arms and am-
munition were discovered in
monasteries in Valencia, also docu-
ments showing that the monks were
plotting against the republic.

Cardinal Segura, whose resig-
nation is being demanded, is reported
to have fled from Toledo in a
motor-car escorted by police.

The Minister of Finance, Senor
Prieto, explains that the stock ex-
change has been closed because a
well-known financier was trying to
cause a collapse with a view to re-
stitution of the monarchy.

A state of siege has been pro-
claimed at Valencia, following
attacks on several religious estab-
lishments during the night.

The death roll at Cordova is
now five.

The Bourbons' royal Summer
palace at Santander is reported
to have been broken into last
night by some unknown persons,
who stole a large quantity of
valuables, including several of
Alfonso's gold and silver yachting
trophies.

Strict precautions are being
taken at the convents at
Guadalajara, which it has been
discovered, the Communists were
planning to attack.

Gibraltar, Yesterday.
Violent anti-clerical rioting has
occurred in towns across the lines.

Roads at Algeciras, San Roque
and Linares, led by Communists
who arrived from Malaga in lorries,
attacked the churches, profaning
the altars and throwing down the
images, dragging them through the
streets with ropes round the
necks.

The rioters also stopped and
burned cars conveying refugees to
Gibraltar, and maltreated and
robbed the occupants.

The hotels here are full of pan-
stricken refugees.—Reuter.

AIR MAIL SERVICES.

REGULAR TRIPS BEYOND
INDIA?

UNDER CONSIDERATION.

Rugby, Yesterday.
Questioned in the House
of Commons regarding a regu-
lar Air Mail Service to
Australia, the Under-Secretary
for Air, Mr. F. Montague, said that
the establishment of a regular Air
Service beyond India was under
consideration by the Government
concerned.—British Wireless Ser-
vice.

HONG KONG'S SALARIES

STRONG MEASURES
NECESSARY.

BREACH OF FAITH
HARDSHIP FOR CIVIL
SERVANTS.

London, Yesterday.

The question of the salaries of
Civil Servants in Hong Kong was
raised in the House of Commons
at question time to-day.

Dr. Drummond Shiels told Sir
Robert Hamilton (Conservative,
Orkney), that the total annual
difference between salaries for-
merly paid on a sterling and now
on the dollar basis was estimated
at £70,000 annually, on the
salary bill of £450,000. The con-
sent of the Civil Servants was
not obtained to the alteration.

Mr. Ian MacPherson (Liberal,
Ross and Cromarty) asked if it
was not a breach of faith with
the Civil Servants.

A Difficult Matter.
Dr. Shiels agreed that it was
a difficult matter and a hardship.
The Colonial Secretary had only
reluctantly agreed to it, but the
position of Hong Kong's finance
was so serious that strong mea-

WARMER.

To-day's weather report
from the Royal Observatory
states:—

Depressions lie over N.E.
and S.W. China, and an anti-
cyclone is central to the N.E.
of Japan.

Forecast:—N.E. or variable
winds; generally overcast;
rain and fog; warmer.

Rainfall.
Rainfall for 24 hours end-
ed at 10 a.m. to-day—0.15 inch.
Total since January 1—
15.42 inches against an aver-
age of 15.77 inches—deficit
0.35 inch.

Temperature.
The temperature at certain
specified centres this morning
at 6 o'clock was:—

Hong Kong	71
Macao	70
Pratas Island	74
Manila	79
Foochow	65
Chefoo	58
Shanghai	58

Insurance were necessary. However,
the Finance and Currency Com-
mission were at present exam-
ining the whole position in Hong
Kong and Dr. Shiels hoped to
have their report in a few months.

Mr. MacPherson pointed out
that the dollar had fallen heavily
in the last few years, and again
asked if it was not a breach of
faith.

Dr. Shiels said that a special
arrangement was made to pay
the salary at the current ex-
change rate, which met the de-
mand for remittances. Every
effort was being made to meet
the difficulties, and the matter
would be reconsidered when the
report was received.—Reuter.

CHANCELLOR ILL.

SERIOUS SETBACK IN
HEALTH.

ANXIETY OVER BUDGET.

London, Yesterday.
Mr. Philip Snowden has had a
serious setback in health. He
probably overstrained himself in
introducing the Budget after his
illness.—Reuter.

HOURS OF WORK.

MINERS AND OWNERS DISCUSS
TERMS.

INTERNATIONAL BASIS.

Rugby, Yesterday.
Officials of the Miners' Executive
met representatives of the mine-
owners' organisation this after-
noon to discuss the proposed con-
sideration for fixing miners' hours of
work on an international basis.
—British Wireless Service.

'ABSOLUTE WASTER'

MAN WHO ANNOYED GIRL
WORKERS.

PROFANE LANGUAGE.

"You are an absolute waster,"
said Mr. Hamilton at the Kowloon
Police Court this morning, when he
convicted Li Chik-lam on two counts
of disorderly conduct.

The accused was charged with
using profane language and with
threatening to assault Fung Ping-
kee, at Tung Chai Street yesterday,
also with using abusive and insult-
ing words and profane language to-
ward four girl workers from the
Woo Sing Cheung Pickle Factory
at Laichikok.

Challenged to Fight.

The first complainant said that
he was crossing to Shamshuipo
from Hong Kong on the ferry
launch at about 10 a.m. yesterday
when he heard accused using very
bad language. He was addressing
no particular person, but seemed to
be annoying a group of ten girls.
After a time accused walked the
bow of the ferry, and bumped into a
third class passenger, and com-
menced to quarrel. Witness then
remonstrated with him, whereupon
the latter grew very vociferous, and
challenged witness to fight.

When the ferry landed the pas-
sengers, accused was arrested by a
European sergeant.

Girl's Evidence.

Lau Cheung, one of the factory
girls, said that the defendant had
been on the same ferry as herself
for about ten days, and was in the
habit of accusing her and three of
her companions of being undesirable
girls from Woosung Street, and in
addition made many other insult-
ing remarks.

This evidence was supported by
three other girl workers.

When questioned by His Worship,
the defendant denied making the
alleged remarks, and stated that he
said to himself, "For two cents I
can get three separate dishes of
food," to which the girls replied,
"If you are not pleased with us do
not let us get on board the ferry.
You can stop us if you like." When
the ferry landed he expressed the
intention of going to Woosung
Street.

Public Nuisance.
Sergeant Baker said that the
man was a public nuisance. He
had no fixed abode and no em-
ployment, but hung around the
ferry all day, travelling on the
launches, and collecting the tickets,
which he was not authorised to do.

In convicting, His Worship said
that he was determined to stamp
out that sort of thing at all costs.
It was becoming far too prevalent,
both in this way and through the
medium of the mosquito press.

A fine of \$50 or one month's
imprisonment was imposed on the
first charge, and \$100 or two
months' jail on the second charge,
the terms to run consecutively.

NAVAL AGREEMENT

NO FURTHER STEPS TAKEN BY
FRANCE.

HOPES FOR GENEVA.

Rugby, Yesterday.

In the House of Commons to-day
the Under-Secretary for Foreign
Affairs said that there had been
no further written communications
from the French and Italian Gov-
ernments in connection with the
Naval Agreement, although oral
exchanges of views had taken
place.

It was possible that at the forth-
coming meeting at Geneva the op-
portunity might be found for fur-
ther discussions.—British Wireless
Service.

MARINERS WARNED.

The following notice to mariners,
which was posted at the Harbour
Office yesterday afternoon, will be
of interest to masters and officers
of ships which call at Straits
Settlement ports:—

On May 15 (to-morrow), Sultan
Shoal Light will be altered per-
manently to groups flashing white,
showing two flashes every 15 sec-
onds; height 60 ft.; visibility 13 miles.

On May 16 (Saturday), the new
unwatched light, description un-
stated, will be established on South
Lima Island, situated 6.8 miles,
288½ degrees from Horsburgh
Light House.

About May 22, the two vertical
red fixed lights on Outer Shoal
New Beacon will be replaced per-
manently by a light group flashing
white, showing two flashes every
15 sec.

PRESIDENT OF FRANCE

ELECTION OF M.
PAUL DOUMER.

EX-GOVERNOR

BRIAND WITHDRAWS
CANDIDATURE.

Paris, Yesterday.

The result of the first ballot
for President was:—

M. Doumer	442
M. Briand	401
M. Hennessy	15
M. Chassain (Com- munist)	10
M. Doumergue	7

As M. Doumer is only 10 votes
short of election by an absolute
majority, the prospects of M.
Briand in the second ballot are
regarded as black. It is already
rumoured that M. Briand will
withdraw his candidature. The
name of M. Herriot as a dark
horse is now mentioned.

M. Briand Withdraws.

Versailles, Yesterday.

M. Briand has withdrawn his

DISASTROUS FIRE.

Over 2,500 People Homeless
In Japan.

Tokyo, To-day.

Over 500 buildings have
been razed to the ground, in-
cluding a bank, Post Office,
town hall, temple, and thea-
tre, and 2,500 people render-
ed homeless whilst 30
people are missing, as the
result of a fire which broke
out at Shiranemachi, Niigata
Prefecture.

The fire, which is believed
to be of incendiary origin,
raged for six hours before it
was brought under control.

Tokyo, Later.

A report from Shirane-
machi says that one person
was burned to death, 20
seriously injured, and 50
slightly injured, damage
being caused to the extent
of a million and a half yen,
as the result of sparks
blowing across the river and
setting fire to a neighbouring
village, reducing twenty
houses to ashes.—Reuter.

candidature and is going to
Geneva to-morrow.

The Result.

The voting on the second ballot
was as follows:—

M. Doumer	556
Senator Marraud	330
Majority	226

M. Hennessy withdrew his
candidature.

Corrected Figures.

The official corrected figures
are:—

M. Doumer	504
Senator Marraud	334
M. Paul Doumer is 74 and has the reputation of being the most imposing man in France. Mr. Lloyd George has described him as a "rock" which nothing could move.	

He was the unsuccessful can-
didate for the Presidency a
quarter of a century ago and was
a former Minister under M.
Briand, his chief opponent to-
day. He was formerly Governor
of Indo-China and President of
the Chamber of Deputies twice.

Navvy's Son.

Paris, Later.

In addition to the votes cast
for M. Doumer and M. Marraud
there were 45 among the ten
other candidates, headed by M.
Painleve, with 13, and 10 spoiled
papers.

M. Doumer is a navvy's son
and began work at the age of 12
as a toymaker. He began his
political career as a Radical in
1888 and was one of the first de-
puties to advocate income tax.

He lost four sons in the War
and represents, like M.
Doumergue, a tradition of level
headed non-partisan statesman-
ship. He is extremely young for
his age, although he is 74.

Regret in Germany.

Berlin, Yesterday.

Remarkable expressions of re-</

BANKS

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$50,000,000
Reserve Funds \$10,000,000
Surplus \$2,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:
Messrs. J. J. Patterson, Chairman,
J. H. Ball, Esq., T. E. Pearce, Esq.,
A. H. Gompson, Esq., J. A. Munro, Esq.,
H. Lister Lewis, Esq., T. H. H. Shaw, Esq.,
G. M. Little, Esq., J. J. Warren, Esq.

Chief Manager,
V. M. Grayburn, Esq.

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AMOI, HANKOW, HONGKONG, KANTON, SHANGHAI, TIENTSIN, YOKOHAMA, etc.

Current Accounts opened in local currency and foreign exchange on application. Money sent by telegraphic transfer.

HONG KONG SAVINGS BANK.

The business of the above Bank is conducted in accordance with the provisions of the Savings Bank Ordinance, 1905, and the rules made thereunder.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 75,000,000.00
Paid-up Capital: Frs. 68,400,000.00
Reserve Funds: Frs. 102,000,000.00

BRANCHES:

Bangkok, Hong Kong, Kanton, Shanghai, etc.

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, etc.

IN LONDON: The National Provincial & Union Bank of England, Ltd., etc.

IN NEW YORK: J. P. Morgan & Co., etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let. A. LECOT, Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund Yen 115,000,000

Head Office: YOKOHAMA.

Branches and Agencies at: Alexandria, Batavia, etc.

Branches of American Express Company in Principal cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending Travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world-wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK

Resources .. Over \$2,500,000,000

C. H. BENSON, General Manager.

Hong Kong, 11th April, 1931.

THE BANK OF EAST ASIA, LTD.

Established 1918.
HEAD OFFICE: 10, Des Voeux Road, Central, HONG KONG.

Capital and Surplus over H\$ 8,000,000.00
Total Resources over H\$30,000,000.00

Every description of Banking and Exchange business transacted.

Current and Fixed Deposit Accounts in local and foreign currencies, opened for clients.

Savings Accounts and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:

ALOR STAR, AMOY, BANGKOK, BATAVIA, etc.

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

THE NATIONAL CITY BANK
OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.

Capital, Surplus and Undivided Profits .. U.S.\$224,554,298

Branches in:

ARGENTINE, BELGIUM, BRAZIL, CHINA, etc.

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers.

Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COURTNEY, Manager.

Hong Kong, 20th February, 1931.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital U.S.\$6,000,000
Surplus U.S.\$1,572,454
Reserves U.S.\$1,905,209

BRANCHES:

Amsterdam, Antwerp, Athens, etc.

Branches of American Express Company in Principal cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending Travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world-wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK

Resources .. Over \$2,500,000,000

C. H. BENSON, General Manager.

Hong Kong, 11th April, 1931.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE: SINGAPORE.

Hong Kong Branch: 13, Queen's Rd. C.

Authorized Capital Straits \$20,000,000
Issued Capital 8,000,000
Paid-up Capital 4,000,000
Reserve Liabilities 4,000,000
Surplus 2,525,000

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOL, Manager.

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

Established 1901.

Hong Kong Office: 11, Queen's Road Central.

Authorized Capital Guilder 15,000,000
Paid-up Capital Guilder 8,000,000
Reserve Fund Guilder 4,000,000

Head Office: AMSTERDAM.

Branches: Batavia, Bencoolen, etc.

These offices have safe deposit boxes to let.

London Branches: National Provincial Bank Ltd.

Correspondents all over the world.

Banking business of every description transacted.

A. STOKINK, Manager.

Hong Kong, 18th August, 1930.

THE BANK OF CHINA.

行銀國中

Reorganised October 26, 1923, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds \$3,320,503.82

HEAD OFFICE: SHANGHAI.

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Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchanges.

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SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1931.

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Paid-up Capital 8,000,000
Reserve Funds 1,100,000

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LOOK POONG SHAN, Chief Manager.

Hong Kong, 10th January, 1930.

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HEAD OFFICE: Taipei, Formosa.

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Central Bank in Formosa.

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Foreign exchange and banking business of every description transacted.

Safe Deposit Boxes (rental) at a yearly rental of from \$5 to \$50.

K. MAQUILA, Manager.

Hong Kong, 10th January, 1930.



TRADE WITH EGYPT.

British Houses' New Safeguards.

The members of the United Kingdom Trade Mission to Egypt led by Sir Arthur Balfour, had many conversations with the Egyptian Cabinet and the Commercial Committee of Experts. Sir Arthur had found both very helpful and of great assistance in providing data and statistics. A trade mark law was in process of coming into being and was under consideration by a committee set up by the Egyptian Government. A Merchandise Marks Act had also been promulgated.

Previously, firms making tenders for development or other schemes in Egypt had been at a disadvantage in not knowing what duty would have to be met. The Mission had arranged that in future one of two clauses would appear in all contracts. The first would operate in regard to work for the Egyptian State Railways, and would provide for a c.i.f. quotation.

For other schemes the duty would be stated in the contract, and in the event of it proving to be in excess of the sum provided, the additional cost would be borne by the Egyptian Government; should it be less, a corresponding deduction would be made from the price.

NATIVE PRODUCTION.

Why It Cannot Increase.

Mr. G. Zannetto writes to the Financial Times: Further to my letter relating to rubber production by the natives, which was published in the Financial Times of April 2, my assertion that a labourer tapping daily an average of 400 trees can harvest about 3 lb. per day is based on the report of Messrs. Tayler and Stephens. They say that the average production of native acres of nine years or more amounts to 800 lb. per year per acre. As there are, on the average, 400 trees per acre, the annual production of a tree amounts to 2 lb. Considering that a labourer works generally 300 days per year, and that he bleeds 400 trees per day, one can say that he cannot even obtain 3 lb. per day.

With such a harvest, the labourer cannot earn his living, not even if the price of rubber is 9d. We have already seen that, at 9d. per pound, the labourer should collect 4 to 5 lb. per day. This he can only do by tapping a greater number of trees.

This is the reason why, speaking generally of the native production, setting aside exceptional cases where high-yielding trees may pay the labourer even at 7d. per pound, we maintain that, as an entity, the native production cannot increase to any marked extent except from 9d. upwards.

This viewpoint is confirmed by another passage in the same report, saying: "Under existing prices—that is, between 9d. and 1s. per pound—we do not think that the potential yield will be anywhere realised."

The report published in April, 1930, by the Dutch Committee appointed by the Agricultural Department of the Dutch East Indies expresses the same opinion in stating: "With the present low price level (8d. or 9d. per pound) there is no reason to expect a high production increase of native rubber cultivation in the near future."

A large logging operation east of Harrison Lake, 60 miles from Vancouver, is indicated in the announcement that Vancouver interests, the Green Point Logging Company, have purchased one billion feet of standing timber from the Harrison Lake Timber Co., Ltd., which has held the timber for the past ten years and carried on limited operations. The new interests, it is stated, will start immediately on the construction of a logging railway and will employ 150 men on the project. The tract taken over comprises twenty square miles of timber land and is not far situated from the Fraser River, providing floatage to the coast.

In cereal consumption 280,000 cases of corn flakes, alone were used in the province of Saskatchewan last year, according to a report of the Saskatchewan Board of Trade.

COMING ???

JUST IMAGINE

BRAKE ON PROSPERITY.

"Time To Face The Facts" Says Sir H. Lawrence.

"It is time that we faced facts; time that we realised that the prosperity of this country rests on our ability to manufacture at a price which will make our products not only competitive in world-markets, but also encourage consumption," said Sir Herbert Lawrence, the chairman at the annual general meeting of Vickers, Ltd.

"In this country we are suffering from the disparity between the wages paid in sheltered unskilled industries, a burden which falls on those engaged in competitive trades—shareholder and employee alike.

Production Costs.

"Further, before the war the cost of social services was approximately £63,000,000 per annum; to-day, including war pension of £54,000,000, the amount spent is nearer £400,000,000 per annum, all of which either directly or indirectly must be borne by industry.

"There is no industrialist in this country to-day who wishes to reduce the standard of living of the manual worker, but there is none who does not desire to reduce the standard of production costs so that every worker can earn a living.

"Although, compared with 1929, the net profit shows a reduction of £166,046, the result of the year's working is not unsatisfactory having regard to the very difficult times through which we are passing. The net profit is £775,926, against £941,971."

A. E. Paskins, of the Rochester Poultry Ranch, Rochester Road, New Westminster, reports that he has a certain R.O.P. White Leghorn pullet which laid 117 eggs in 117 days and shows no signs of quitting. She is out of a flock mated headed by sires from a 312-egg hen. Her eggs weigh 25 ounces to the dozen.

WATER RETURN.

The level and storage of water in our reservoirs on May 1, 1931, were as under:

City and Hill District.

Tytam 1911' 10" 211' 10"

Tytam Bywash 25' 3" 18' 5"

Tytam Intermediate 53' 1" 19' 5"

Tytam Tuk 00' 6" 40' 5"

Wong Nei Chung 28' 5" 181' 10"

Pokfulam 25' 7" 161' 10"

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]

Storage in millions and decimals of gallons.

Tytam 1930 1931

Tytam Bywash 236.84 223.93

Tytam Intermediate 17.70 103.05

Tytam Tuk 350.00 619.75

Wong Nei Chung 4.83 10.37

Pokfulam 14.40 32.32

Total 624.38 993.37

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

Consumption 1930 1931

Consumption per head per day 18.5 19.1

Includes 69.88 million gallons from Mainland.

Includes 23.98 million gallons from Mainland.

April, 1930.—From April 1 to 30, a 12 hours supply (10 a.m.—6 p.m.) was given to all Rides Main District (Principal Main closed 6 p.m.—6 a.m.) with the exception of the area North of Queen's Road between Murray Road and Eastern Street where a 24 hours supply was maintained from April 7 to 30.

April, 1931.—From April 1 to 24, a constant fountain supply was operated in all Rides Main Districts. From April 25 to 30 a constant house supply was given in all Rides Main Districts. From April 21 Mainland water was supplied to the Central District of the City.

Kowloon Reservoir and Bywash 8' 1" 16' 1"

Shok Lai Pui Reservoir 8' 1" 2' 2"

Reception Reservoir 5' 11" 6' 2"

Storage in millions and decimals of gallons.

Kowloon Reservoir and Bywash 1930 1931

Shok Lai Pui Reservoir 278.46 228.16

Reception Reservoir 85.61 107.34

Estimated population 174,940 225,000

Consumption per head per day 21.9 16.3

Constant supply in all districts during April, 1930 and 1931.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall, April 30, 1930, 12.96; April 30, 1931, 12.96.

THE HONG KONG PENINSULA HOTEL; HONG KONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL AND SHANGHAI ASTOR HOUSE HOTEL; PALACE HOTEL; HOTELS, LIMITED

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MARBLE HALL 21, Nathan Rd., Kowloon. Tel. 57089. A SELECT PRIVATE HOTEL FURNISHED WITH AN EYE TO THE COMFORT OF ITS TENANTS.

Overland China Mail. A WHOLE WEEK'S NEWSPAPERS IN ONE.

The end of a long-drawn-out legal dispute was arrived at during the week, when the Equitable Eastern Banking Corporation withdrew from the case in which a local Chinese sought redemption of certain securities deposited against an overdraft. The OVERLAND CHINA MAIL gives a complete record of the hearings, during which it was stated that amounts totalling \$360,000 had been credited to plaintiff in error. The bank sought to justify the reversal of these entries. Their case fell through when it was discovered at the last moment before the first hearing that their most essential witness had disappeared.

In the Legislative Council, the new figure (17 per cent.) payable as rates on assessment of tenements was made uniform throughout the Colony. Certain allowances were made in cases where a complete Government water supply was not available. It was explained that the Government considered this a more equitable manner of taxation than had prevailed hitherto. A full account appears in the OVERLAND CHINA MAIL.

Considerable discussion followed the introduction of a vote before the Finance Committee of a sum of over \$8,000 for resumption of land belonging to the Royal Hong Kong Golf Club at Fanling. A proposal to take over the land, then lease it back to the Golf Club at interest of 4 1/2 per cent. per annum was strongly opposed by the Hon. Mr. J. P. Braga, who considered that the rights of the public were being interfered with. The motion was passed with one dissentient. The OVERLAND CHINA MAIL reports the discussion in full.

At an Investiture Ceremony during the week, H.E. the Governor, decorated Mr. E. W. Carpenter with the Order of the British Empire, Miss N. E. James (superintendent nurse at the Royal Naval Hospital), with the order of the Royal Red Cross, Second Class, as well as presenting four Chinese with Certificates of Honour. The Certificates were the first to be presented in the Colony. The Investiture is described in the OVERLAND CHINA MAIL.

An instructive address by the Rev. Father G. Byrne, S.J., on "Our Emotional Life," given before the Rotary Club, is also reported in detail in the OVERLAND CHINA MAIL.

Groundings of steamers, happily not of a serious nature, are also reported in the OVERLAND CHINA MAIL. The ships concerned were the s.s. President Cleveland and Taiping, and it is thought the mishaps were due to fog.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

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INDOOR GOLF.



THE GAME OF GAMES.

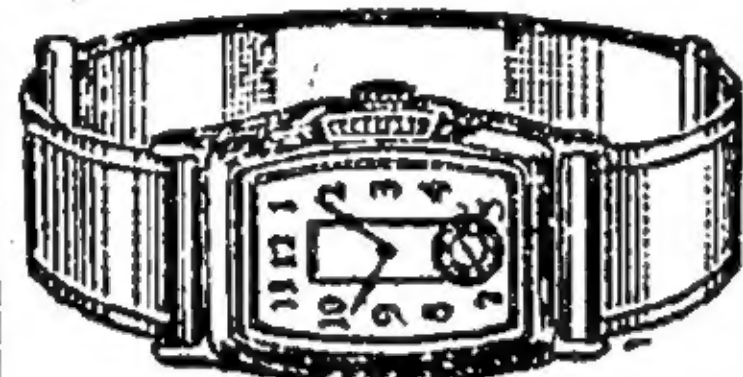
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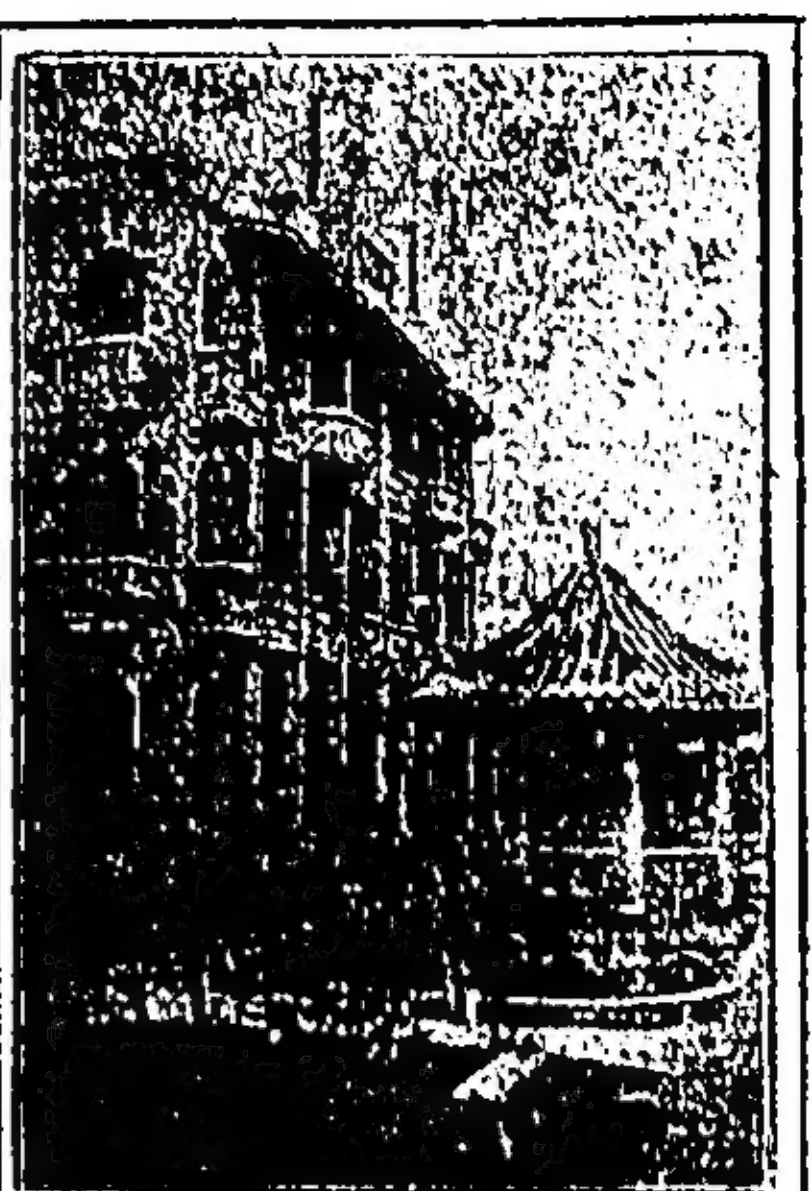
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ing Car, 1927 Model, four seater, is
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ment, R.A.S.C., Hong Kong. Is in
sound mechanical condition. Can be
seen daily between the hours of 8.30
a.m. to 12.45 p.m. (Sundays except-
ed) at Garage, R.A.S.C. Camber,
Queen's Road. Offers should be sent
to A.D.S.T. Office, Headquarters,
China Command, before 12 noon,
Tuesday, May 26, 1931. Envelopes
being superscribed "TENDER FOR
CAR."

FOR SALE.—Victrola Cabinet Gramo-
phone in excellent condition with 200
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SPORT NOTICES

THE HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE
MEETING will be held (wea-
ther permitting) at Happy Valley
on SATURDAY, 16th May, 1931,
commencing at 2.30 p.m.
The first bell will be rung at
2 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure. Badges admitting non-
members to the Members' Enclo-
sure and Club Rooms at \$5 for
Gentlemen and \$3 for Ladies (both
including tax) are obtainable
through the Secretary upon intro-
duction by a member, such member
to be responsible for payment of
all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain upon ap-
plication to the Secretary badges
(limited to ONE) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

On no pretext will children be
permitted in the Public Enclosure
during the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the
Public Enclosure is \$2 includ-
ing tax, for all persons includ-
ing ladies and is payable at the
Gate.

Soldiers and Sailors in uniform
are admitted half price.

Bookmakers, Tic Tac men, &c.,
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the Race
Meeting.

Tiffin will be obtainable in the
Restaurant in the Public Enclo-
sure.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 9th May, 1931.

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COMPANY MEETINGS

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN
that the FIRST ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the Re-
gistered Offices of the Company,
King's Theatre Building, 5th floor
on SATURDAY, the 16th day of
May, 1931, at 11 o'clock in the
forenoon, to receive the Directors'
Report and Accounts for the period
ended 31st December, 1930, to
elect Auditors, and to transact
such other business as may be
properly transacted at an Ordina-
ry General Meeting of the Com-
pany.

And Notice is further hereby
given that the Register and Trans-
fer Books of the Company will be
closed from the 9th to the 16th
day of May, 1931, both days inclu-
sive.

Hong Kong, 30th April, 1931.
LIANG CHI-HAO,
Managing Director.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY
GENERAL MEETING OF
SHAREHOLDERS will be held at
the Offices of the Undersigned on
TUESDAY, the 19th May, 1931, at
Noon, for the purpose of receiving
the Report of the General Agents,
together with a Statement of Ac-
counts for the year ended the 31st
December, 1930.

The SHARE REGISTER and
TRANSFER BOOKS will be
CLOSED from the 5th to the 19th
May, 1931, both days inclusive.

**JARDINE, MATHESON &
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Hong Kong, 28th April, 1931.

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GOVERNMENT NOTICES

SALE OF STEAM VESSEL POLLY.

TENDERS are invited up to the
25th May, 1931, for the pur-
chase of the above named vessel
as she lies in the basin at H.M.
Naval Depot, Kowloon.

Full particulars of the vessel
and conditions of sale, and per-
mits to view, may be obtained on
application to the Naval Store
Officer, H.M. Dockyard, Hong
Kong, and tender forms will be
issued on payment of a deposit of
\$200 returnable when decision on
the tenders has been reached.

The vessel will be on view at
H.M. Naval Depot, Kowloon, from
the 2nd May.

The vessel is sold without
restrictions as to future use.
Tenders will be received in the
office of the Naval Store Officer,
H.M. Dockyard, Hong Kong, up to
noon on Monday, 25th May, 1931.

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Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1754
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Tai Kok Sanatorium	1000
Mt. Davis	877
Bowen Road (Akababa)	297
Mainland.	Feet.
Tai Mo Shan	3124
Kowloon Peak	1971

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S.S. "MONCALIERI"	—	June 3
* S.S. "GANGE"	May 27	June 17
S.S. "CARIGNANO"	June 1	July 5
* S.S. "PILSNA"	June 30	July 12

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TAIYO MARU	Saturday, 9th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	—
HIYE MARU	Tuesday, 2nd June.
HEIAN MARU	Tuesday, 30th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	—
HAKUSAN MARU	Saturday, 16th May.
HARUNA MARU	Saturday, 30th May.
SYDNEY & MELBOURNE via Manila & Ports.	—
KITANO MARU	Saturday, 23rd May.
ATSUTA MARU	Saturday, 27th June.
BOMBAY via Singapore, Penang, & Colombo.	—
† TOKIWA MARU	Wednesday, 27th May.
KAGA MARU	Thursday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	—
RAKUO MARU	Saturday, 23rd May.
NEW YORK, BOSTON via Panama.	—
† KUMA MARU	Monday, 25th May.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	—
† TOYOOKA MARU	Friday, 15th May.
† DAKAR MARU	Thursday, 11th June.
CALCUTTA via Singapore, Penang & Rangoon.	—
† RANGON MARU	Friday, 15th May.
† BENGAL MARU	Friday, 29th May.
SHANGHAI, KOBE & YOKOHAMA.	—
KASHIMA MARU	Saturday, 18th May.
ATSUTA MARU (Nagasaki direct)	Wednesday, 20th May.
† GENOA MARU	Sunday, 24th May.
† MORIOKA MARU (Mojito direct)	Monday, 25th May.

† Cargo only.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues., 20th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore, Colombo, Suez & Port Said.	Rio de Janeiro Maru	Sun., 24th May
BOMBAY via Singapore, Penang & Capetown.	Colombo Maru	Tues., 19th May
DURBAN, LOURENCO MARQUES, BEIRA, DAR- ES-SALAAM, ZANZIBAR & MOMBASA via Singa- pore & Colombo.	Chicago Maru	Fri., 5th June
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 5th June
CALCUTTA via Singapore & Rangoon.	Honolulu Maru	Mon., 18th May
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arizona Maru (From Kobe)	Sat., 23rd May
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Mon., 1st June
JAPAN PORTS (Freight Ser- vice).	Altai Maru	Thurs., 21st May
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Menado Maru (under docking)	Thurs., 11th June
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Hozan Maru	Sun., 17th May
TAKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun., 24th May
	Deli Maru	Thurs., 21st May

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
Telephone 23061.

Donations and Subscriptions must
now be sent to the Hon. Treasurer,
Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



MOTOR SHIPS AND STEAMERS.

Comparison of Length of Life.

The cost of motor ships is generally considered to be higher than that of steamers. It is, however, inexact to generalize, and it has already been established that high-class fast cargo liner tonnage can be built at prices which are approximately equal, whether Diesel motors or geared turbines be installed, if all conditions be made similar. With a fall in speed and reduction in power the balance generally favours the steamer, especially if reciprocating engines be used.

The assumption in such comparisons is that the two classes of ship—steam and motor—have useful lives of equal length. Actually, the oil-engined vessel equipped with motors of a good type can reckon on so many more years of useful economic activity that this factor greatly outweighs any extra capital cost that may be involved.

This is a point which has not previously been brought forward, because time has been too short for suitable evidence to be acquired. Motor vessels have, however, now been in service sufficiently long for a reasoned opinion to be given which confirms the statement we have made. Last month a prominent British shipowner, with experience of a very large number of steamers and motor ships remarked that the life of a motor ship—again with the condition that the engines are of a well-built, well-designed type—was to be reckoned as 10 years greater than that of a steamer.

The machinery of the Selandia, which has been in regular trade for almost 20 years, is now running with equal economy and reliability to that shown in its year of service and could certainly be relied upon for satisfactory and efficient operation for at least another 10 years if the hull would stand it.

At Belfast during the course of last month we inspected three single-screw British-built motor ships equipped with the first Harland-B. and W. engines yet constructed, and which were placed in operation 17 years ago; whilst no work of any importance was needed on the propelling engines, new boilers are being installed to supply steam for the auxiliaries, which is an indication that the owners anticipate many years' useful activity.

Other similar evidence is accumulating that motor ships long outlast steamers, and, what is equally important, their economy remains unimpaired, and the repair bill does not rise, for increasing age calls for no large replacements as in a steamer. If at a moderate estimate the economic life of an oil-engined vessel be set at 25 per cent. greater than that of a steamer built to an equally high-class specification, it is evident that the question of the real capital cost of a ship resolves itself in favour of the motor vessel, no matter of what class. And this is a matter upon which too much emphasis cannot be laid in the near future when the problem of the construction of tonnage of the most economic type will have to be considered on all sides.—Motor Ship.

STOWAWAY IN PACKING CASE.

Adventurer's Ignominious End.

Paris, April 10.
"I will go to America even if I have to go in a box," Louis Chianese, a 20-year-old Parisian, often told his parents. A few days ago they received a bill for transporting a packing-case aboard the liner Lafayette. In the meanwhile Louis had disappeared.

The parents, who resided in the mid-Atlantic, realizing in the discovery of Louis in the packing-case, which he had occupied for five days among the cargo. It appears that the case, which measured 7 ft. 2 in. long and 4 ft. 2 in. high, and was labelled "stowaway from-bollers," arrived at a carrier's office by handcart, accompanied by the information that it contained hats for a New York firm.

It is expected that the authorities will not permit Chianese to land in America. Upon his return to France he will be prosecuted on various charges, including travelling on the railway without a ticket.

ARRIVALS OF SHIPS.

Tuesday, May 12.
Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. B8.—Yau Lee & Co.
Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. B17.—N.Y.K.

Wednesday, May 13.
Hozan Maru, Japanese str., 1,383 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Haiyang, British str., 1,363 tons, Capt. W. G. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hong Kheng, British str., 3,975 tons, Capt. D. M. Hood, from Swatow, buoy No. A14.—Ho Thong & Co.
Hydrangen, British str., 561 tons, Capt. P. W. Grieson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Norviken, Norwegian str., 1,779 tons, Capt. F. E. Ustad, from Macao, buoy No. B24.—Botelho Bros.

Tsinan, British str., 2,160 tons, Capt. W. Shaw, from Canton, buoy No. B3.—B. & S.

PRESIDENT CLEVELAND.

To Be Substituted By President Madison.

The Dollar Steamship Line have announced that repairs for the President Cleveland will not be completed for several days and that the s.s. President Madison has been substituted to take the schedule of the President Cleveland.

The President Madison is scheduled to sail from Hong Kong at 6 p.m. on Saturday from Hong Kong to Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles, Balboa, Cristobal (Panama Canal Zone), Havana (Cuba), and New York.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Bruce—In dock.
Hermes—West wall.
Odin—In dock.
Otus—In dock.
Pandora—North arm.
Proteus—In Talkoo.
Sandwich—South wall.
Somme—East wall.
Sterling—North wall.
Tamar—Basin.
Tarantula—East wall.
Thracian—North wall.
Foreign Men-of-War.
Argus—French gunboat.
Beaver—American gunboat and submarines.
Uji—Japanese gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia arrived at Nagasaki on May 12 (Tues.) at 7.30 p.m., left Nagasaki on May 13 (Wed.) at 6 a.m., and was due at Kobe on May 14 (Thurs.) at 6 a.m. She leaves Kobe for Yokohama on May 14 (Thurs.) at 5 p.m.

The C.P.S. R.M.S. Empress of Japan arrived at Shanghai on May 13 (Wed.) at 9 a.m., left Shanghai on May 13 (Wed.) at 5.30 p.m., and is due at Hong Kong on May 15 (Fri.) at 11 a.m. She leaves Hong Kong for Manila on May 15 (Fri.) at 7 p.m.

YESTERDAY'S SOLUTION

SCAR	STRUM	DAIS
HOLE	ARENA	PLCA
ITEM	CAVES	PANG
MACADAM	MASSORTS	
DISPOSALS		
MADES	WAVE	SEIDER
ADORE	PIEN	STIRE
DELIVER	SEW	TERGE
ELITE	WATER	GOD
RADI	STO	MEETS
ANTI	DOTES	
SETTE	SMERCHES	
OLIO	ASTIR	OATH
USER	RUINS	RIINE
REDS	SERGE	TRAM

POST OFFICE NOTICE.

INWARD MAILS.

THURSDAY, MAY 14.	Shanghai and Swatow	Shantung
FRIDAY, MAY 15.	Japan, Shanghai and Europe via Siberia (London, April 25)	Hakusan Maru
	Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., April 25) and Europe via Siberia (London, April 27)	Empress of Japan
	Europe via Negapatam (Letters and Papers, London, April 18)	Kut Sang
SATURDAY, MAY 16.	Kashima Maru	
	President Madison	
	Cracovia	
	U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 17)	President Hayes
	Shanghai and Swatow	Sui Yang
SUNDAY, MAY 17.	Dairen and Amoy	Tjisroeoa
	Straits	Diomed
MONDAY, MAY 18.	U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 24)	President Pierce
TUESDAY, MAY 19.	Sandakan	Tjiliwong
	Australia and Manila	Atsuta Maru

OUTWARD MAILS.

THURSDAY MAY 14.		
Saigon	New Matilde	3.30 p.m.
Samahul and Wuchow	Tai Ming	4 p.m.
Shanghai and *Europe via Siberia	Lahn	5 p.m.
Bangkok	Michael Jensen	5 p.m.
FRIDAY, MAY 15.		
*Manila and Parcels for Germany via Hamburg	Rheinland	10.30 a.m.
Swatow, Amoy and Foochow	Hai Yang	1 p.m.
Formosa	Hovelland	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Hakusan Maru (Due Marseilles, June 14.)	
K.P.O.		G.P.O.
Registration May 15, 4.30 p.m.	Registration	May 15, 5 p.m.
Letters	Letters	5 p.m.
Tourane	Chung Kong	5 p.m.
Manila	Empress of Japan	5 p.m.
SATURDAY, MAY 16.		
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and *Europe via San Francisco	President Madison (Due San Francisco, June 3, and *Europe via Siberia.)	
	Parcels	May 16, 8 p.m.
	Registration	3.45 p.m.
	Letters	4.30 p.m.
Shanghai and *Japan	Kashima Maru	3.30 p.m.
Manila	President Hayes	5 p.m.
Amoy	Kut Sang	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden & Egypt	Cracovia	5 p.m.
SUNDAY, MAY 17.		
Foochow via Swatow	Kuelchow	9 a.m.
Bangkok via Swatow	Kalgan	9 a.m.
Swatow, Amoy & Formosa	Hozan Maru	9 a.m.

*Supersubstituted, correspondence only.

EMPRESS OF JAPAN

"Queen of the Pacific"

Sails for

MANILA

7 P.M.

FRIDAY, MAY 15

Passenger Department: Tel. 20752. Cables: "Gacnnpac."
Freight and Express: Tel. 20042. Cables: "Nautilus."

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SAILING DATES FOR MAY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
THURS. 14th	SAT. 16th	SUN. 17th	MON. 18th
WED. 20th	FRI. 22nd	SAT. 23rd	SUN. 24th
TUES. 25th	THURS. 28th	FRI. 29th	SAT. 30th

Ports of Call—Samshui, Shuhsing, Takshing & Doshing.

Fares Return (not including meals) \$18.00.

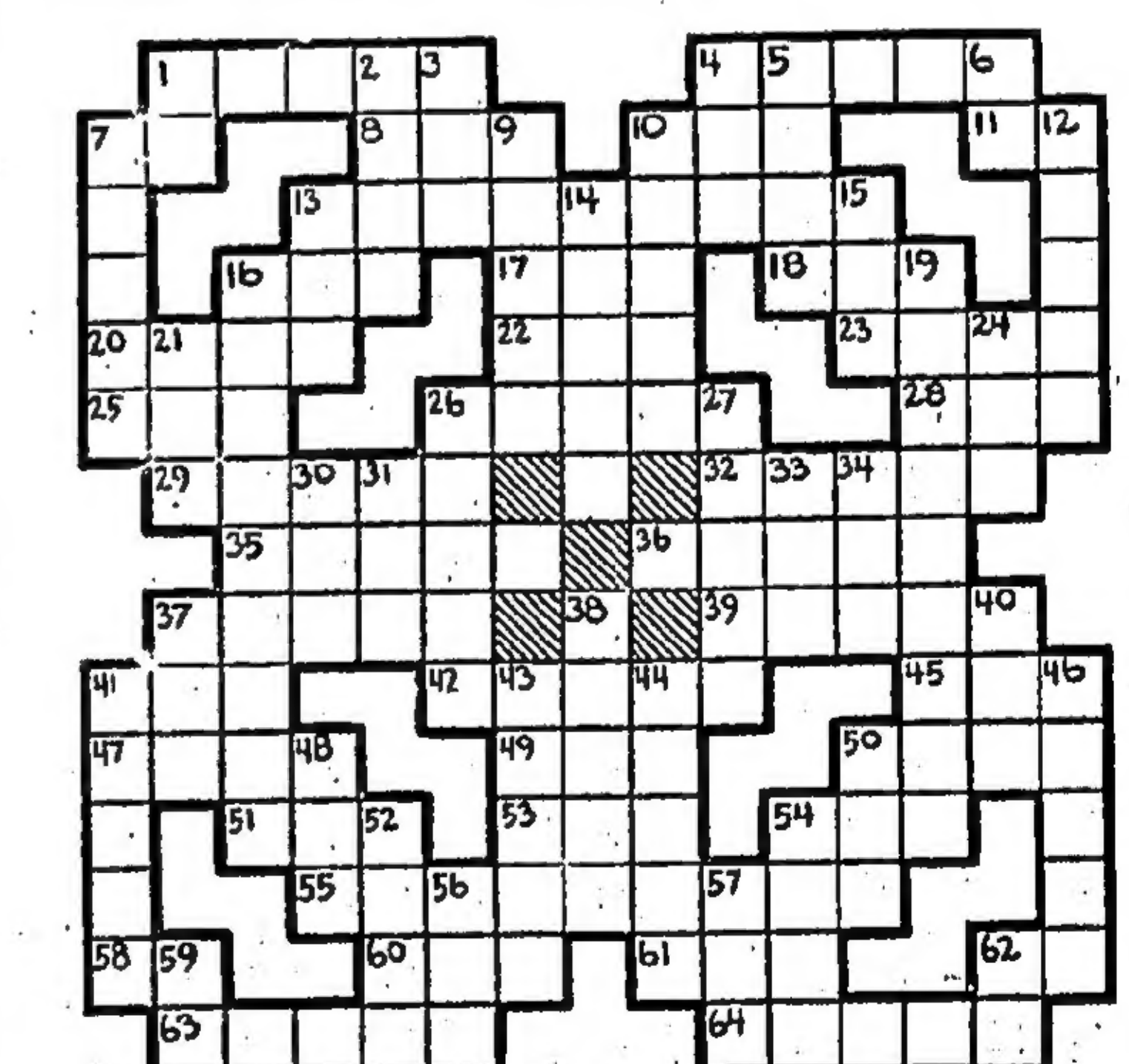
Meals and Wines are to be obtained on board.

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For information apply to—
29, Connaught Road, West, **SANG WO Co., Ltd.**
Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1—Without power of seeing	49—Male sheep	19—Battered
4—Confer	50—Mother of Apollo (Gr. Myth.)	21—Before
7—Pronoun	51—Mistake	24—Fellow of American Academy (Latin, abbr.)
8—Sick	52—Exist	25—A native of New Zealand
10—Bound of a cow	53—Middle	27—Verb
11—Conjunction	54—Wandered aimlessly	30—Time period
12—Usable	55—Half an em	31—One thousand two (Roman)
16—The laurel-tree	56—Beech	33—June bug
17—Allow	57—Clear of	34—Feminine name
18—Guided	58—Preposition	37—Machine for separating cotton fiber from seeds
22—By	59—Musical drama	38—Hair on man's face
23—General in Civil War (U. S.)	60—A nut	40—Corrode
24—Peruse		41—Italian poet
25—Happy		42—Imbued
28—A step (Fr.)		44—A Mohammedan prince
29—Drop		45—Part of body
32—Scents		46—Feminine name
35—A constellation		47—Tear
36—Warship		48—Negative reply
37—The white of eggs used as a size in gilding		49—Infinite article
39—Cancel		
41—Five hundred and two (Roman)		
42—That which exists only in imagination		
43—Fluid of plants		
47—Feminine name		

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong	Destination.
*ALIPPORE	5,274	20th May	Straits, Colombo & Bombay.
*BURDWAN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,985	6th June	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	15,501	20th June	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	9,005	4th July	Bombay, Marseilles & London.
*KASHMIR	9,010	18th July	Bombay, Marseilles & London.
*KASHMIR	7,638	25th July	Marseilles & London.
*KASHMIR	9,114	1st Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	9,114	4th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	15,568	15th Aug.	Bombay, Marseilles & London.
*KASHMIR	5,950	22nd Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	9,128	29th Aug.	Marseilles & London.
*KASHMIR	15,121	12th Sept.	Bombay, Marseilles & London.
*KASHMIR	15,121	19th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHMIR	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Port Swettenham.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Pireas, Smyrna and other Levant Ports by steamers of the
Rhedral Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,606	30th May	Singapore, Penang & Calcutta.
SANTHIA	7,761	18th June	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,950	30th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,500	3rd July	& Melbourne.
NELLORE	6,853	1st Aug.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RANPURA	16,801	22nd May	Shanghai, Kobe & Yokohama.
SANTHIA	7,754	22nd May	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	4th June	Amoy, Moji, Kobe & Osaka.
EASGAR	9,005	8th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	8th June	Shanghai, Moji, Kobe, Osaka & Yama.
*PERIM	7,648	10th June	Shanghai, Kobe & Yokohama.
*KASHMIR	9,049	18th June	Amoy, Moji, Kobe & Osaka.
*KASHMIR	16,819	18th June	Shanghai, Kobe & Yokohama.
*KASHMIR	16,819	27th June	Shanghai, Kobe & Yokohama.
*KASHMIR	7,745	2nd July	Amoy, Moji, Kobe & Osaka.
*KASHMIR	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	6,853	8th July	Shanghai, Moji, Kobe, Osaka & Yama.
*KASHMIR	10,005	10th July	Amoy, Moji, Kobe & Osaka.
*KASHMIR	16,858	17th July	Shanghai, Kobe & Yokohama.
*KASHMIR	7,754	30th July	Amoy, Moji, Kobe & Osaka.
*KASHMIR	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	7,658	1st Aug.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—
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Towns Office: 61, Connaught Road Central, Hong Kong. Tel. 29489.
Shipping Office: 61, Connaught Road Central, Hong Kong. Tel. 57069.
Estimates furnished on application.
Hong Kong, April 1, 1931.

DAUNTLESS WIFE OF BRITISH SKIPPER.

A U-Boat Officer's
Receipt for Article.

HER AMBITION.

It is sad to think that, after all the years, stretching unbrokenly back through the centuries, of close connection with sail, there is to-day not a single deep-water windjammer left to come up-river to London as her home port; and, worse, that when the Garthpool went some few months ago, we lost the last of our ocean-going sail under the Red Ensign, writes Boyd Cable, the brilliant sea writer in the Evening News.

The war took many of them, mostly by the shells or torpedoes of the U-boats; but, although helpless and defenceless against such attacks, and knowing that all hands as well as the ship might go, plenty of men were always ready to take their chance and their ships to sea.

One of the best examples I have heard of such iron-nerved readiness to face danger was told me by Sir William Garthwaite, one of the owners, as well as owners, of sail to the last.

Skipper—And Wife.

Towards the end of the war he was rung up by another owner and asked if he could give a command in sail to a skipper whose history was briefly related. He had been twice torpedoed and adrift in open boats; he had only landed a few days before at Liverpool from the second sinking; coming south to report to his owners he went through a terrible troop train smash in which many men were killed; and, to finish with, was in an hotel which was almost next door to a house that was bombed and blown piece-meal into the street.

The next morning he was asking the owners for another job—in sail, which he had been in all his life.

"Well, he deserves a ship—and a V.C.," said Sir William. "Send him along, and I'll see."

At the resulting interview the old captain was rather diffident and tongue-tied, but asked if he might bring in his wife who was waiting outside. When ushered in, that lady took entire command of the conversation, leaving the captain to sit back with an air of relief and listen.

She asked a string of questions, all brisk, business-like, and to the point, about the ship, tonnage, cargo, port, master's pay, and so on. She appeared to hesitate, but finally asked if she might see the ship's plans. When these were brought, she studied them attentively, and still doubtfully.

Suddenly her eye lit up, and, stabbing a forefinger on the print she demanded: "That charthouse on the poop-deck—does she will carry it?"

She was told there had been no alteration since the plans were made.

"Then we'll take her," she said firmly, without even turning to look at the Old Man. "If we can have the papers to sign..."

While the papers were being prepared, the owner, a little curious, fished gently for information. The ship was taking case-oil to the Falklands, and it is true a shell or a torpedo in a cargo of oil makes a nasty mixture. A hint of this risk was shrugged aside, however; although it was making the Falklands at that time of year that she hadn't liked too well.

"And why did you decide the Captain should take her?" asked the owner.

"The charthouse," was the prompt reply, "All my life it has been a dream of mine to have a ship with a house I could sit in and work my sewing machine, and keep an eye forward on the ship."

"Then you—you propose to ship, too?"

"If I didn't," she said, evenly, "it would be the first voyage I haven't been with him since he sailed master—and that's a tidy few voyages ago."

It was true, too, she had been with him through the two torpedoings, the spells adrift in open

HONG KONG AND MACAO LINE in Good Speed.

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

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CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, LONDON, AND STRAITS.

The Steamship, "BENVANNOCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents, Hong Kong, 7th May, 1931.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—
Ray Coulter, U.S.S. Mindanao, South China Patrol, from Honolulu.

E. Musser, President Lincoln, from Manila.

Wehrli Erector, Kowloon Hotel, from Winterthur.

S. LACK,

Manager, Hong Kong, May 7, 1931.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Furleen, from Shanghai.

Vendor, from Shanghai.

Muratso Ichiro Fukudakan Nihonsokai, from Tokyo.

Ellis Bennett, Kowloon, from Yokohama.

Scanlon, Peninsula Hotel, from Shanghai.

Wyllie, Hong Kong Hotel, from Tientsin.

Chien Yu-ming, Kowloon Hotel, from Tientsin.

Jullung, from Shanghai.

F. V. JENSEN, Superintendent.

Hong Kong, April 29, 1931.

Cream receipts in the Edmonton section of Alberta for February doubled over February a year ago according to a report of Dr. C. P. Marker, dairy commissioner.

The industry has been gaining steadily in the province, showing an average increase of 61 per cent. in December, 75 in January and 83.8 per cent. in February over last year.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

May 14 to 20, 1931.

DATE	HIGH WATER	LOW WATER
May	Under Tides	Under Tides
Thurs 14	04.36	14.02
Fri 15	04.25	13.53
Sat 16	04.15	13.45
Sun 17	04.05	13.37
Mon 18	03.55	13.29
Tues 19	03.45	13.21
Wed 20	03.35	13.13

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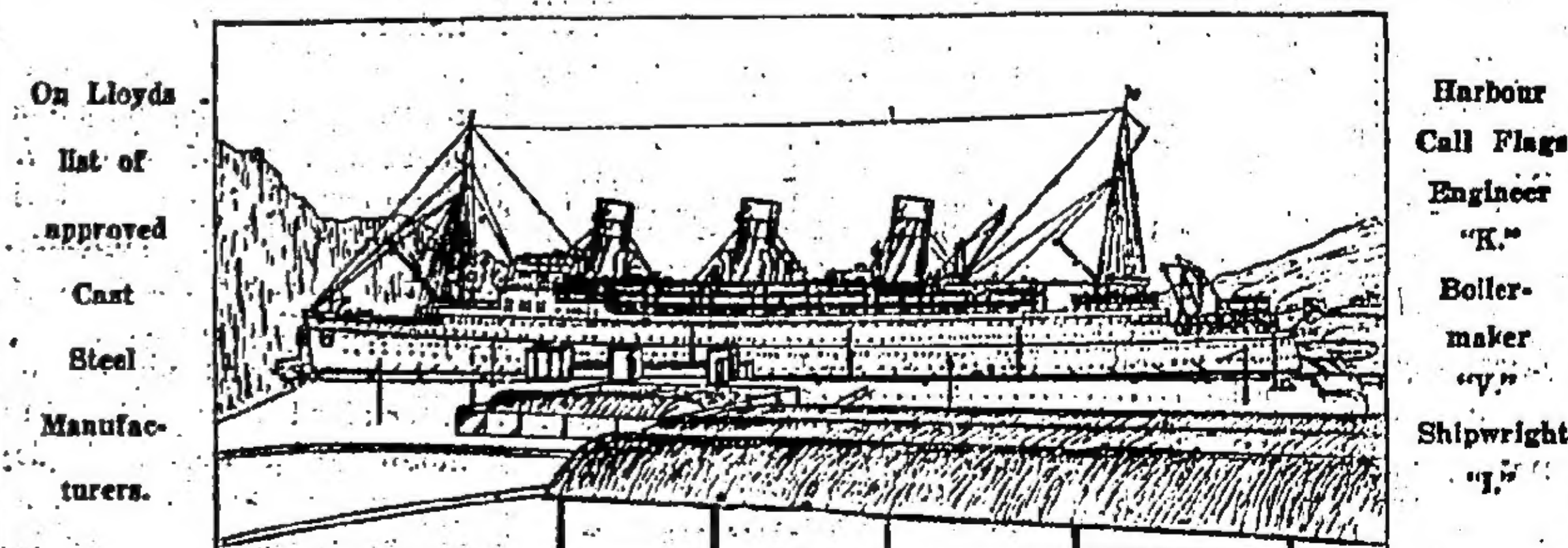
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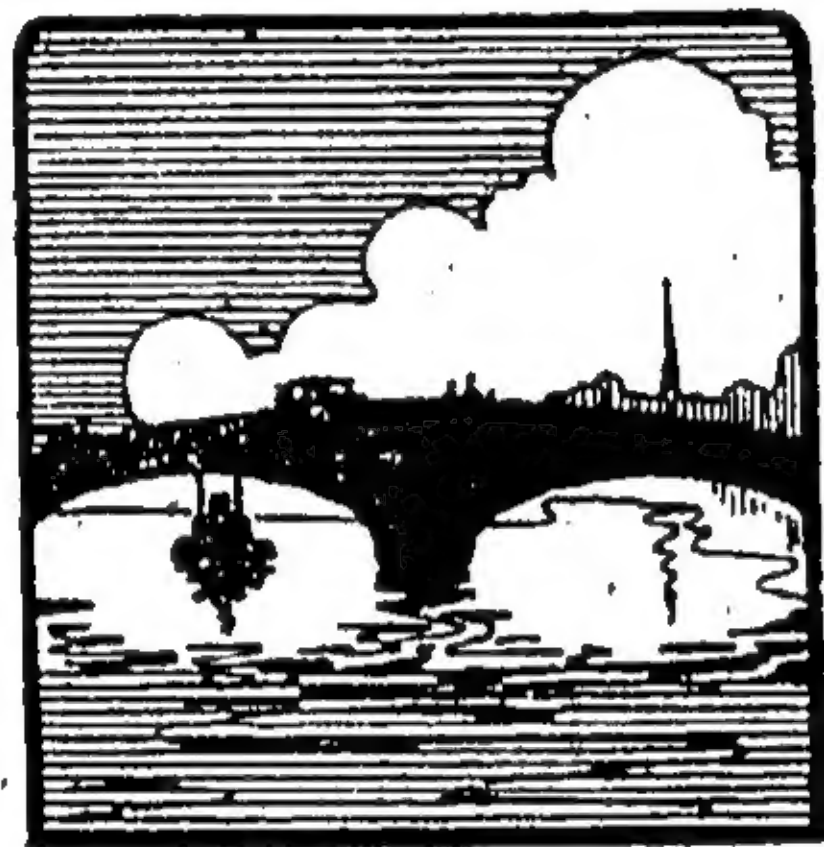
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- D.1971—Kyrie Eleison (VIIIth mode)
—Agnus Dei (VIth mode) from the mass "LUX ET ORIGO" (Ed. Vat. No. 1)
—Gloria in Excelsis (IVth mode)
—Sanctus (IVth mode) from the mass "LUX ET ORIGO" (Ed. Vat. No. 1)
D.1972—Introit—Requiem Aeternam (VIth mode)
—Tract—Absolve Domine (VIIIth mode) from the mass for the Dead
—Offertory—Domine Deus (IIth mode) from the mass for the Dead
D.1973—Gradual—Christus Factus est (Maundy-Thursdays Vth mode)
—Communio—Hoc Corpus (Passion Sunday VIIIth mode)
—Gradual—Quiesce (3rd Sunday of Advent VIIth mode)
—Dirigatur Oratio Mea (19th Sunday after Pentecost VIIth mode)
D.1974—Alleluia—Justus Germinalis (Mass for Doctors 1st mode)
—Communions—Memento Verbi Tui (20th Sunday after Pentecost IVth mode)
—Quinque Prudentes Virgines (from Mass for a Virgin not a Martyr Vth mode)
—Pascha Nostrum (Easter Sunday VIth mode)
D.1975—Offertories—Ad Te Levavi (1st Sunday of Advent IIth mode)
—Meditator (2nd Sunday of Lent IIth mode)
—Antiphon—Montes Gelboe (1st Vespers of the 5th Sunday after Pentecost from the Monastic Antiphony Ist mode)
—Offertory—Custodi Me (Tuesday in Holy Week Ist mode)
D.1976—Responsory—Ecce Quomodo Moritur; Iustus (Holy Saturday Tenebrae IVth mode)
—Responsory—Tenebrae Factae Sunt (Good Friday Tenebrae VIIth mode)
D.1977—Sanctus and Agnus Dei (Vth mode) from the mass "CUM JUBILO" (Ed. Vat. No. IX.)
—Hymn—Adoro Te (Vth mode) (from Pentecost week VIIIth mode)
—Antiphon—Salve Regina (Simple tone Vth mode)
D.1978—Introit—Spiritus Domini (VIIIth mode) (Sunday)
—Communions—(a) Spiritus Sanctus Descendit Vesp (Monday); (b) Spiritus Qui a Patre (Tuesday) (from Pentecost week VIIIth mode)
—Introit—Da Pacem (18th Sunday after Pentecost Ist mode)
—Kyrie "Orbis Factor" (Ist mode)—Ed. Vat. No. X ad libitum
D.1979—Offertory—Precatus est Moyses (12th Sunday after Pentecost VIIIth mode)
—Offertory—Jubilatio Deo (2nd Sunday after Epiphany Ist mode)
D.1980—Responsory—Descendit (Christmas Matins Ist Mode)
—Alleluia—Ascendit Deus (Ascension IVth mode)
—Assumpta Est Maria (Assumption Vth mode)
D.1981—Responsory—Media Vita (from Septuagesima IVth mode)
—Responsory—Christus Resurgens (IInd mode)
—Antiphon—Alleluia, Ego Revolvit est: Alleluia, Quoniam Quaevis Muleri: Alleluia Noli Flere Maria (Easter Chants Vth mode)
D.1982—Hymn—Urbs Jerusalem (from Dedication Feast IVth mode)
—Hymn—Virgo Dei Genitrix O Quam Gloriosa (Hymns to the Blessed Virgin Ist mode)

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London, W.C.2.

Hong Kong, Thursday, May 14, 1931.

Air Port for Colony?

Even when it was no longer
necessary to herald the approach
of an automobile with a red flag,
and the motor car, due consider-
ably to the vigorous efforts of
pioneers like the late Lord North-
cliffe, enjoyed its first wave of
popularity, business men were
reluctant to build garages and
local authorities to improve the
roads. There seemed to be a gen-
eral conspiracy of doubt, as
though the non-motoring section
of the public was very much
afraid that the car was a sensa-
tion of the hour, and that men
would soon regain their senses
and return to animal transport.
The result of this stubborn oppo-
sition to progress was that
motorists were faced with dif-
ficulties which should never have
arisen, and which undoubtedly
retarded the development of
motoring so far as the public was
concerned. Now, of course, it is
the other way about; motoring is
not only the most popular sport
in the world, but is an essential
of modern industry.

A resentment similar to that
entertained by die-hards to the
motor car in those early days is
shown by business men and
others of the old school toward
the aeroplane, and there are still
those who scoff at the efforts of
British airmen to establish speed
and long-distance records. This
inexplicable prejudice is obser-
vable especially in the Far East,
and so far as can be seen, Hong
Kong is no exception. In this
Colony every effort has been
made to encourage aviation and
the initial steps have even been
taken to form a commercial air

News in Brief.

The President Madison will sail
for New York via China and Japan
on Saturday at 6 p.m.

The lowest open air temperature
yesterday was 71 degrees. The
humidity was 77 at 10 a.m. and 4

One case of cerebro-spinal
meningitis (Chinese) was notified
yesterday.

Special arrangements are being
made for school children to view
the jungle picture, "Rango," in the
Central Theatre.

The date of the sailing of the
A. & O. Line steamer Taping for
Manila and Australian ports has
been altered to May 23.

Major General J. W. Sandilands,
Lieut.-Colonel G. Robinson, and
Capt. D. Cameron left for the
North yesterday by the Tatsuta
Maru.

Sir Eardley Gibson Craig-
Carmichael, Lady Carmichael, and
family left for South America
yesterday by the N.Y.K. s.s.
Tatsuta Maru.

Good progress is being made
with dismantling the old Civil Ser-
vice Cricket Club. The new pavil-
ion is expected to be completed
in September or October.

Three Chinese stowaways arriv-
ing from Singapore on the a.s.
Noriken, yesterday, were produced
at the Kowloon Police Court this
morning, and sent to jail for six
weeks each.

Charlie Chaplin's film, "City
Lights," is now being screened in
Shanghai. Charlie has done him-
self a lot of harm by refusing to
attend His Majesty's command
performance in the Palladium,
London.

Seen climbing up the drainpipe of
a house, from which he stole two
silk jackets and four silver
dollars. Lo Chi was arrested and
charged at the Kowloon Police
Court this morning. Three months'
hard labour was imposed.

Messrs. Andersen, Meyer & Co.,
Ltd., sole agents for the General
Electric Co., are giving a demon-
stration of their refrigerators at
the Wing On Co.'s Building (first
floor), between 4 and 6 p.m. to-
morrow, Saturday and Sunday.

The representatives of each of
four Chinese firms were fined \$25
each by Mr. Hamilton at Kowloon
Magistracy yesterday afternoon, on
conviction on a summons for in-
fringement of Messrs. Clark & Co's
"Anchor" trade marks, applied to
the firm's mercerised silk threads.

With reference to the notice
published yesterday regarding
dress for the King's Birthday re-
ception the second paragraph
should read:—For all others—
Full evening dress with Orders
and decorations, or white civilian
mess jackets with miniature
Orders and decorations.

"Whoopie," the Eddie Cantor
screen musical comedy to be shown
in the Queen's Theatre next Wed-
nesday as the first product of the
Samuel Goldwyn-Florenz Ziegfeld
partnership, is said to represent
the most advanced use yet made
of the pictorial stage success are
entirely in colour.

The Scottish M.P.'s seem to
outrival their English confreres in
heckling the Government on the
subject of Civil Servants' salaries
in Hong Kong. The Conservative
member for Orkney (Sir R.
Hamilton) and the Liberal mem-
ber for Ross and Cromarty (Mr.
Ian MacPherson) were inquisitive
in the House yesterday.

To-day the Hon. Mr. H. T.
Creasy, C.B.E., M.L.C.E.,
A.M.I.M.E., Director of Public
Works, completes 34 years in
the service of the Crown,
having been appointed Dis-
trict Engineer, Ceylon, on May
14, 1897. He is one of the very
few Government servants here
who has a knowledge of Tamil.

UNEQUAL TREATIES.

PEOPLE'S CONVENTION ADOPT
MANIFESTO.

Nanking, Yesterday.
The People's Convention to-day
enthusiastically and unanimously
adopted a manifesto for issue
declaring that all unequal treaties
are no longer recognised.

The manifesto says it had been
hoped that the Powers would
abrogate them themselves, having
repeatedly expressed sympathy
with China's desires, and adds
that the abolition of these treaties
is essential to China's develop-
ment, also that they are obsolete
and not compatible with present
conditions of this country.—Reuter.

Pickens, Paddy, registered two-
year-old Arrahire helper at the
dairy farm of the Consolidated
Mining & Smelting Co. of Canada,
Ltd., has completed her record of
performance test, and appears to
have established a record for her
class in the whole Dominion. Over
the required period ended with
February, this two-year-old helper
produced 12,920 pounds of milk in
306 days, with an average butterfat
content of 4.15.

PRINCE ON "MY
TRADE TASK."Liaison Officer for
the Empire.

500 HANDSHAKES.

Reference was made in a cable
recently to a speech which the
Prince of Wales made in Sao
Paulo, Brazil, which "brought
down the house."

He spoke of his part in Britain's
trade push; he appealed to all
Britons living over the seas to
"Buy British"; he was grave and
gay in turn.

And after the speech he shook
hands with all the Indies present
—five hundred or so of them.

"I am not a politician or a busi-
ness man, and therefore I can do
something to help as a liaison
officer between British Chambers
of Commerce in South America
and the manufacturing firms in
Great Britain," the Prince said in
his speech, which was made at a
banquet given by the Sao Paulo
Chamber of Commerce.

This remark and a humorous
observation that "I had to come all
the way to Brazil to hole out in
one," brought the most tremendous
applause, Reuter adds.

The Prince described the growth
of Sao Paulo as one of the most
remarkable economic events in
South American history. He con-
gratulated not only the Brazilian
nation, but also the British colony,
for the part they had played in
that development.

"Now's The Time."

"It has been said," he continued,
"that we are not good customers
of Brazil. I suggest that this is
because Brazil has too many eggs
in one basket. We are not a great
coffee drinking country. We can-
not hope to find good customers
here unless we take a hand in con-
solidating Brazil's economic posi-
tion by assisting her to produce
those raw materials of which our
Empire is the greatest consumer in
the world.

"Our effort, if it is to be of last-
ing effect, must seek to establish
trade relations upon a basis of re-
ciprocity and mutual exchange.

"Our national existence depends
on foreign trade. If there was
ever in our history a moment when
the old country needed to lean
upon overseas commercial com-
munities, that moment is the pre-
sent."

The Prince urged every British
resident abroad, individually and
collectively, to buy, and promote
the buying of, British products, by
doing which they could accomplish
what might appear impossible.

After the banquet the Prince
shook hands with every lady pre-
sent and then joined in the danc-
ing until the early hours of the
morning.

TRAIN WRECK.

OPENING OF OFFICIAL
INQUIRY.

At Kowloon Magistracy yester-
day, Mr. E. W. Hamilton sat as
Coroner, with a special jury con-
sisting of Mr. J. P. Warren (fore-
man), Captain A. N. Davidson, and
Mr. J. P. Danby, to conduct an in-
quiry into the recent train wreck
on the Kowloon-Canton Railway.
The inquiry is on the body of a
Chinese woman, one of the victims,
named Chan Chu.

The Coroner explained to the
jury that it was customary to hold
an inquiry into the death of one
or more persons, and then extend
the investigation to the whole
question of the disaster. Thus, in
this case, the nominal inquiry into
the death of the woman Chan Chu
would actually embrace the whole
circumstances of the affair. He
hoped the jury would return such
riders as they saw fit, indicating,
if necessary, what action they
thought should be taken, or whe-
ther blame attached to anybody.

Medical evidence and evidence of
identification of the body was
taken, after which photographs and
plans of the scene were put in.
The inquiry was then adjourned
until this afternoon. The jury will
visit the scene of the disaster.

DARING INDIAN ROBBERS.

Calcutta, April 20.
The Sealdah railway station
was the scene of firing at half-
past five this evening, when
four Bengali youths attacked
railway clerks proceeding to the
cash office with two bags contain-
ing Rs. 4,000 and Rs. 5,000, re-
spectively, and credit notes for
deposit. The money was carried
by a khalasi, who was stabbed
and whose condition is stated to
be serious. The assailants seized
the bag containing Rs. 5,000
and decamped, firing shots at their
pursuers, hitting a workman at-
tached to the watch and ward of
the E. B. Railway. The latter's
injury is not considered serious.
No arrests have been made so
far. It is stated one of the
assailants carried a hockey stick.

MYSTERY BRITISH
LECTURES.Vivian Stranders' New
Activities.

TOUR IN GERMANY.

Captain Vivian Stranders, the
former British staff officer who,
four years ago, was arrested in
Paris as a German spy, and sen-
tenced to two years' imprisonment,
has again moved into the limelight
of international politics.

He is travelling through the
country towns of Germany deliver-
ing lectures. His subject is "War
Debt Lies—The Versailles Dicta-
torship; France's Political Aims."
Although Stranders has not been
to England for some years, he is
described in the advertisements
which are printed in the German
newspapers as an "Englishman of
high rank."

It is stated that he is a "Captain
(retired) on the English General
Staff; Doctor of Philosophy, Lon-
don University; honorary member
of the 'Steel Helmets'."

Stranders was announced to
speak in Schwerin in the
town hall. Admission was by
payment only, numbered seats
being 6d. and others 3/6d. Loud-
speakers were installed to carry
his address to every corner of the
hall.

The advertisement in the news-
paper included this appeal:—

Men and women! Come and
protest again the insult to the Ger-
man people! Let us be on our
guard for the protection of the
German nation against lasting in-
ternational slavery! Help us to
achieve equality of rights for Ger-
mans, and national freedom!

The arrest of Vivian Stranders
in France four years ago was fol-
lowed by the assertion that a wide
network of spying there and in
Great Britain on behalf of Ger-
many had been discovered, and for
some weeks afterward detectives of
the Surete-General, in Paris, and
officers of the special branch of
Scotland-yard were engaged in
making inquiries.

In The War.

Vivian Stranders is nearly fifty
years of age and is an engineer.
In 1914 he was with the Kent Ter-
ritorial Royal Engineers, with
headquarters at Southborough.

Some time later he obtained a
commission in the Royal Field Ar-
tillery, and served as a gunner
officer with the 1st London
Brigade. He was transferred to
the Royal Flying Corps in Febru-
ary 1917 as an equipment officer,
with the rank of lieutenant.

The following year he obtained
the temporary rank of captain, and
was employed on staff duties at
various home stations of the
R.A.F. In September 1919 he was
appointed to serve, under Air Com-
modore Masterman, on the Inter-
Allied Aeronautical Commission of
Control in Germany. He came
home in January 1921, and was
then demobilised.

After this he went to Germany
on business, and he has since lived
abroad, having married a German
woman in 1925 at St. Martin's Re-
gister Office, Henrietta Street,
W.C. Scottish official records show
that a Vivian Stranders was mar-
ried on June 21, 1910, by declaration
before the sheriff in Glasgow, to a
Miss Patricia Annette Monica
O'Connell Ryan, aged twenty-four,
certified nurse, of Duke Street,
Glasgow.

Book For Germans.

After going to live in Germany,
Stranders came to Britain on a
number of visits, and for this pur-
pose obtained a passport from the
British Consulate in Cologne.
When this expired he had it renew-
ed at the Consulate in Berlin.

Two years ago he published a
book in Germany, entitled "The In-
dustrial Espionage of the Entente
as Represented by the Activities of
the Control Commission." The
book purported to show that the
commission was used as a cloak
for a system of industrial espion-
age, and suggested that this, and
not military control, was often the
motive for forcible entry into
offices, the removal of documents
and material, and so forth.

The book concludes with the
words: "Why war in peace time?
British envy and French hatred—
that is why!"

Ten Years Ago.

[From the "China Mail" of
May 14, 1921.]

To-day's dollar is worth 2/6½.

The Hong Kong Chinese lawn
tennis players who are representing
China in the Far Eastern Olympic
Games in Shanghai next month will
leave for the Northern Settlement
by the s.s. Wenatchee. The team
will include the Colony's singles
champion, Ng See Kwong, and W.
Lok Wei, M. W. Lo, and C. Choa.

ECONOMIC CRISIS.

METHODS OF REMEDYING DEPRESSION.

EXPERTS TALK.

Rugby, Yesterday. Two interesting views on the world economic crisis and the methods of remedying trade depression, were expressed yesterday at different functions in London.

Lord D'Abernon, former Ambassador, and an expert on interna-



Do you like dogs? "Like? I adore them—but they are indigestible." — *Pages, Gates, Yverdon.*

tional finance, was one speaker, and Professor Sprague, the economic adviser, to the Bank of England, was the other.

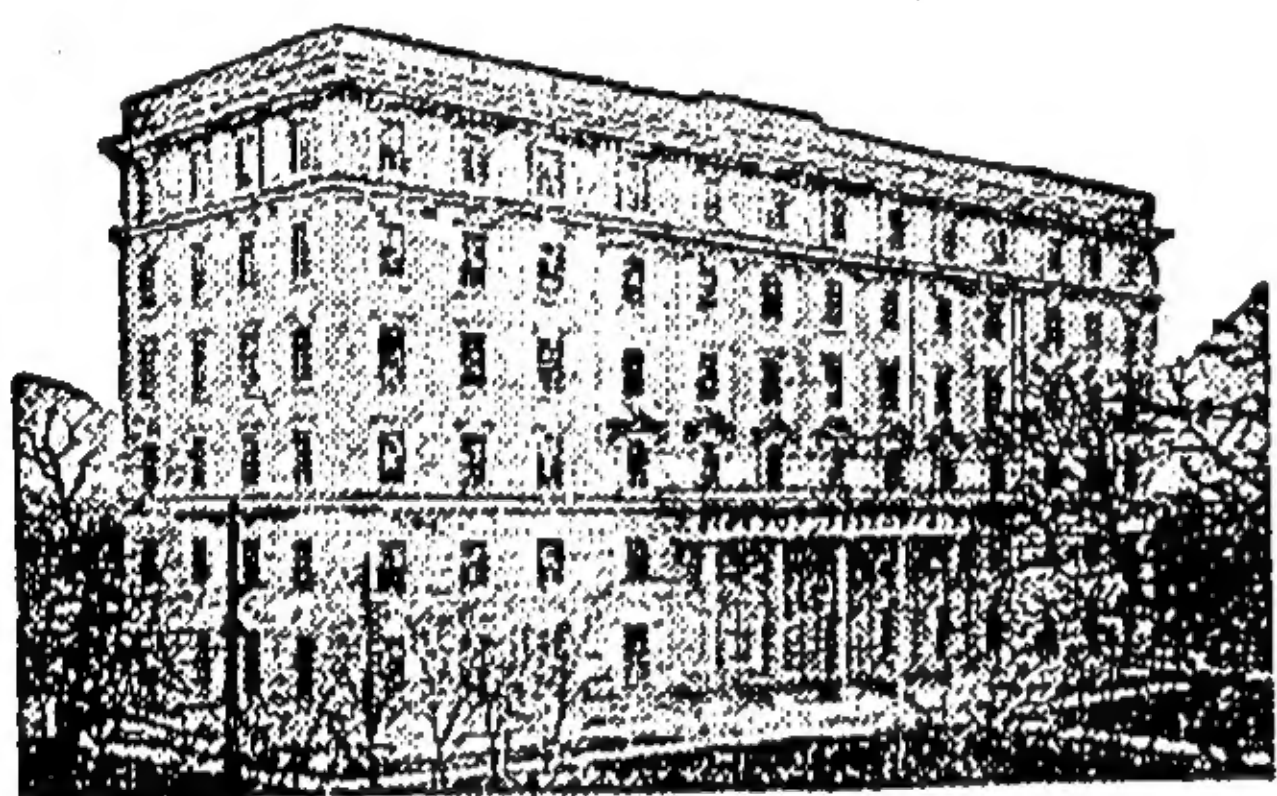
Lord D'Abernon maintained that the present conditions were mainly, though not entirely, due to the fall in the price of staple commodities. This fall had been brought about

by the scarcity of means of payment. The position could be corrected by combined action between the Central Banks of the gold-using countries; provided those Central Banks came to an understanding on a joint policy, and that they took as their objective the restoration of stability to a standard of value.

The price level at which the standard of value should be stabilized was a matter for discussion, but it must be consistent with ultimate stability and such as would permit the maintenance of wages and salaries approximately at their present rate. It must also be such as would render possible to the debtor nations the punctual execution of their contractual engagements.

Another View. Professor Sprague, on the other hand, pointed out that no agreement existed either on the cause of, or the remedy for, depression. Some people prescribed that the great Central Banks should plug the market with a great amount of additional credit and currency. None of the Central Banks, however, believed that this was an appropriate remedy.

All responsible people connected with banks were disposed to think that a fall in prices was a symptom, and not a condition that could be attacked directly. They observed that although the prices had tended downwards, the movement of prices had been very uneven. For prices to rise, there must be satisfactory borrowings from banks, and in the banker's judgment that would not happen until a better equilibrium of prices was reached, and a better distribution of labour and capital than now existed.—*British Wireless Service.*



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Established 1887.

THE MANUFACTURERS LIFE INSURANCE COMPANY

E. J. R. MITCHELL, Branch Manager.
1B, Chater Road. Tel. 20801.
Canton Representative—Mr. V. E. Ferrier,
27, B. C. Sharnock.



BUT BEWARE

of cheap Dry Cleaning. So called Chemical Cleaning is soap and water with a little spirit spotting. Such methods do not preserve cloth from moth and other insects. There is no surer method to preserve your clothes during the Summer than Genuine Dry Cleaning and Sealing in a Moth Proof Bag.

SPECIAL VALETIERA SERVICE.

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ROUND THE CINEMAS

THRILLING AND SPECTACULAR PICTURE.

"HELL'S ANGELS."

It is no exaggeration to say that "Hell's Angels," now showing in the Queen's Theatre, is one of the most thrilling and spectacular pictures that has ever been screened here. In spite of the terrific battles in the air, the wrecking of the gigantic Zeppelin, when the gallant German crew, in order to save the ship, jump out into space, not once does the story seem improbable.

Unlike so many of the spectacular films that have appeared recently, the story in "Hell's Angels" has not been neglected. The only woman in the film is Jean Harlow, who plays the part of Helen, while the other stars are Ben Lyon and James Hall, who take the parts of Monte and Roy Rutledge. At the commencement of the War both boys who are studying at Oxford, join the Royal Air Force. Shortly after they take part in a Zeppelin hunt, but are forced down after a thrilling fight in the air. They escape unharm.

Helen, with whom Roy is in love, opens a canteen in France, and Monte, who knows that Helen is not the saintly creature Roy thinks her to be, tries to disillusion him, without success.

Under the strain of fighting Monte cracks up, and when called upon to join the Night Patrol he creates a scene. Later, however, he volunteers to fly over a German munition depot with his brother. Before starting they decide to celebrate, and go to a cafe, where Roy loses some of his ideals when he sees Helen in the arms of another officer.

Three a.m. sees the departure of the two brothers in a captured German plane in an attempt to blow up the munition dump. They succeed in their objective, but are sighted by Von Richtofen's Flying Circus. After a thrilling chase the brothers are again forced down and captured by German infantrymen. Brought before the General they are given fifteen minutes to decide whether they will give information or be shot as spies.

How the end comes, the only possible finale to such a story of daring and sacrifice, cannot be told here. Needless to say, it is a fitting climax to a great story of the air.

"KING OF JAZZ."

A sound-proof bungalow, similar in construction to the stages upon which "talkies" are filmed, was constructed on the Universal lot for Paul Whiteman's use during the filming of the super-production, "King of Jazz" which is now at the Majestic Theatre, Kowloon.

Whiteman's bungalow was sound-proofed so that, even in the middle of the busy studio, it would be possible for him to concentrate with his staff of arrangers upon the special music which was written for the revue, which was directed by John Murray Anderson, producer of six "Greenwich Village Follies" in New York.

In addition to this soundproof bungalow, a rustic building on the order of an immense mountain cabin was especially erected for the personnel of Whiteman's band. This building, still known as Whiteman Lodge, is 110 feet long by 40 feet wide, furnished throughout with rustic furniture, and is complete with shower rooms, dressing rooms, and every convenience for Whiteman's forty musicians during their four months' stay at Universal City, California.

The building is now being used as a glorified office building pending its use again by Whiteman and his band.

"RANGO."

Patience, and not courage, is required first of all in hunting wild animals with a motion picture camera, according to Ernest Schoedsack, producer of "Rango" for Paramount, now showing to capacity houses in the Central Theatre.

"Rango" is the story of jungle life that Schoedsack made during eight months spent in the heart of the Achin jungles, in northern Sumatra—the only spot in the world where tigers and apes are found together.

Schoedsack reveals that he devoted two weeks, fourteen successive days, to securing a close-up of one of the animals that plays an important part in his film. Contrary to popular belief, the sunlight at the equator is difficult photographically, being strong and white only around mid-day. In the morning and the afternoon lengthening shadows make it impossible to photograph moving objects in the jungle depths and for this reason Schoedsack could use his cameras only three to four hours a day except when he used magnesium flares. Frequent tor-

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.
To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

Entertainments.
To-day—King's Theatre; "Under Suspicion." Theatre; "To-day—Queen's Theatre; "Hell's Angels." Theatre; "To-day—Central Theatre; "Rango." Theatre; "To-day—Majestic Theatre; "King of Jazz." Theatre; "To-day—World Theatre; "Enemy Beauty."

Meeting.
Saturday—China Entertainment and Land Investment Co. King's Theatre, 11 a.m.

Home Mails.
To-morrow—Inward from Europe via Negapatam (Kutsang); Outward for Europe via Marseilles (Hakusan Maru), 6 p.m.

Saturday—Outward for Europe via Siberia (President Madison), 5 p.m.

Sports.
See Sports Diary on Page 8.

Miscellaneous.
To-morrow—Whist Drive, H.K.S. Brigade R.A., Sergeants' Mess, 8.45 p.m.

To-morrow—Volunteers' Annual Dinner and prize-giving, 8 p.m.
Saturday—Royal Corps of Signals open air dance, Whitfield Barracks, 8 p.m.

WU PEI-FU.

SAFE ESCORT GRANTED TO NANKING.

Nanking, Yesterday. The Nanking Military Command has telegraphed to the Hankow and Szechuan military authorities requesting them to render protection to Marshal Wu Pei-fu who is on his way to Nanking.—*Reuter.*

rental rains added to his difficulties.

Ernest Schoedsack, producer of the Sumatran jungle film "Rango" for Paramount, spent eight months in the Achin fever belt, almost on the equator, photographing his story.

His only companions were Mrs. Schoedsack, Alfred Williams, his camera assistant, a Chinese interpreter, a Japanese cook, and a small group of native bearers. Hundreds of friendly apes were constantly in and out of camp, Schoedsack reports, and tigers made frequent prowling calls. "Rango" is a story paralleling the fight for existence waged by a native tiger hunter and his son and an old ape and his cub.

"MIN AND BILL."

Marie Dressler and Wallace Beery, who have scored repeated successes in separate vehicles, are now to be seen in their first co-starring picture, "Min and Bill," which will open on Saturday in the Queen's Theatre.

The picture is based on Lorna Moon's powerful novel of the waterfront, "Dark Star." Information is that Metro-Goldwyn-Mayer, in seeking a story suitable for the combined talents of its two popular players, selected the late Miss Moon's novel for its wide opportunities in both the field of comedy and serious work.

That the two players are as equally at home in the one field as in the other was evidenced in the startlingly contrasting roles played by Miss Dressler in "Anna Christie" and the subsequent "Caught Short," and by Beery in "Billy the Kid."

In the current production Miss Dressler is seen as Min, proprietress of a water front hotel, and Beery has the role of a boisterous fishing-barge captain.

The plot centres about Min, who has done her best to give Nancy, her adopted child, a better environment than that of the disreputable waterfront neighbourhood in which she was left by the real mother, a woman of bad reputation. By dint of self-sacrifice and saving, Min has been able to send the girl to a fine school and is about to reap her reward in happiness when she learns that the son of the rich owner of the canneries wants to marry Nancy. The real mother takes this opportunity moment to turn up again with the intention of blackmailing her prospective rich in-law. The problem is cleared in a powerful climax in which Miss Dressler does the best acting of her career.

COMING ???



NEW ADVERTISEMENTS.

THE HONG KONG JOCKEY CLUB.

Subscription Grills and Australian Ponies.

THE LIST of Subscribers to the above will CLOSE at Noon on SATURDAY, 30th May, 1931. By Order of the Stewards, C. B. BROWN, Secretary. Hong Kong, 14th May, 1931.

THE HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held at the Club House, Happy Valley, on WEDNESDAY, 27th May, 1931, at 5.15 p.m.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hong Kong Jockey Club will be held at the Club House on the 27th day of May, 1931, immediately after the half-yearly meeting of the Voting Members when the subjoined resolution will be proposed:—

That Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words "Ordinary Members may be unlimited in number" and substituting therefor the words "The number of Ordinary Members shall be one thousand two hundred or such greater number as the Voting Members shall from time to time determine."

AND NOTICE IS ALSO HEREBY GIVEN that a Further Extraordinary General Meeting of the Voting Members of the Club will be held at the same place on WEDNESDAY, the Seventeenth Day of June, 1931, at a quarter past five o'clock in the afternoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Stewards, C. B. BROWN, Secretary. Hong Kong, 14th May, 1931.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	113 1/2
Bank, on demand	113 1/2
Bank, 4 months' sight 11 13/16	
Credits, 4 months' sight	1/7-7/16
Documentary, 4 months' sight	1/7-9/16
On Paris—	
On demand	607 1/2
Credits, 4 months' sight	647 1/2
On Berlin—	
On demand	Nom.
On New York—	
On demand	23 13/16
Credits, 60 days' sight	24 15/16
On Bombay—	
Wire	65 1/2
On demand	65 1/2
On Calcutta—	
Wire	65 1/2
On demand	65 1/2
On Singapore—	
On demand	42 1/2
On Manila—	
On demand	47 1/2
On Shanghai—	
On demand	77 1/2
Dollar	5% dis.
On Yokohama—	
On demand	48 1/2
Sovereigns (Bank's buying rate)	1/7-3/8
Silver (per oz.)	13 8/16
Bar Silver in Hong Kong	Nom.
Copper Cash	Nom.
Copper Cents	3% prem.
Rate of Native Interest	3 1/2% p.a.
Chinese Sub. Coin	23 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.25 1/2
New York	4.86 5/16
Brussels	34.94 1/2
Geneva	25.23 1/2
Amsterdam	12.10 1/2
Milan	92.89 1/2
Berlin	20.41 1/2
Stockholm	18.14 1/2
Copenhagen	18.16 1/2
Oslo	18.16 1/2
Vienna	34.58 1/2
Prague	164 1/2
Helsingfors	139 1/2
Madrid	48.8
Lisbon	108.25
Athens	375
Bucharest	217
Bio	8.7/32
Buenos Aires	35 1/2
Montevideo	50 1/2
Bombay	1/5 13/16
Shanghai	1/8
Yokohama	2/1-13/16
Hong Kong	11 1/2
Silver Spot	13 13/16
Silver Forward	13 1/2

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Will Fyffe		
Solo	Let the Bright Seraphim	Record 9670
Isobel Baillie		
Selection	The Damask Rose	Record DX24
Court Sym. Orchestra.		
Descriptive	Voyage on a Troopship	Record DX8
Grenadier Guards Band.		
Solo	The Midshipmite	Record DX106
Norman Allin.		
Sketch	Old Comrades Reunion	Record DX114
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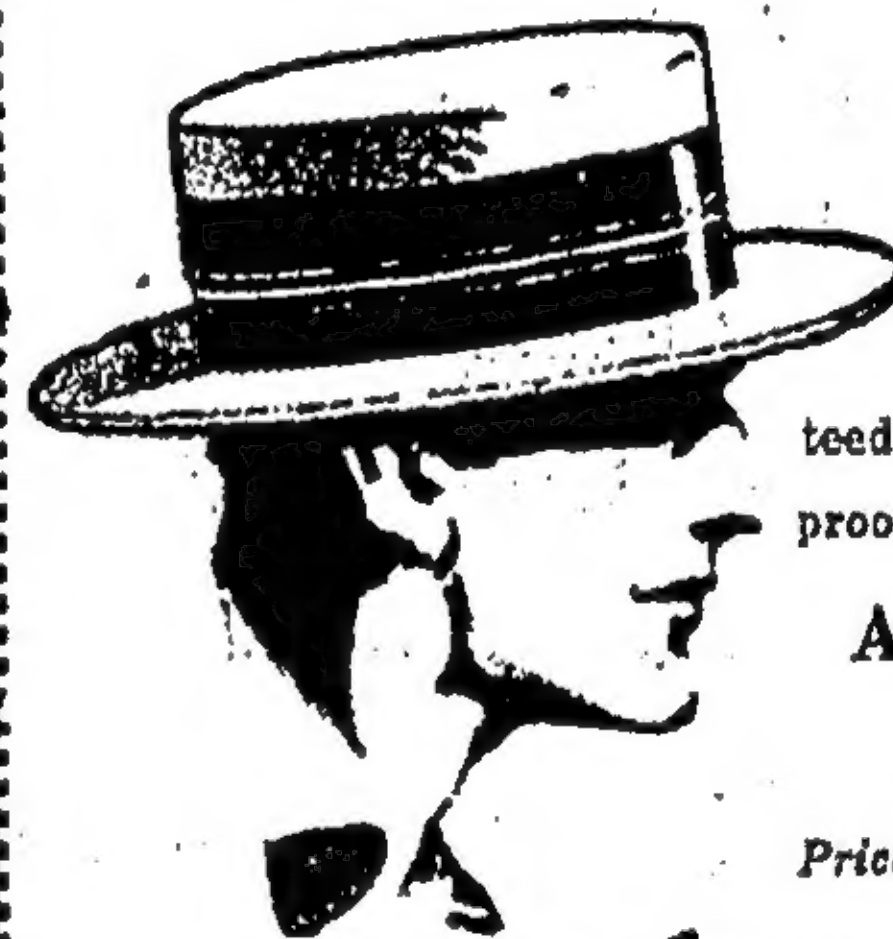
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AND THE ROYAL CANADIAN NORTHWEST
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CURRENT SPORTING GOSSIP

CRUELITIES OF THE GOLF SPECTATOR.

Oxford and Cambridge
Reserves in Play.

DEPENDENT DINNERS.

Superficially the golfing spectator is the most humane and the best behaved in the world. His football brother lets loose a crude yell of triumph when the enemy misses the goal, whereas he—the courteous gentleman—must assume an air of silent and sanctimonious regret when the other side misses a putt. Nevertheless, this golfing spectator, whatever his code of manners may make him pretend to be, is really one of the cruelest, hardest, most cold-blooded brutes in the world, and I include myself wholeheartedly in this indictment.

Ironical Cheers.

I am moved to make these remarks by the fact that I have just been watching the match at Sandwich between the reserves of Oxford and Cambridge. Here were four young gentlemen who deserved the tenderest sympathy which the human heart was capable of giving them. In the first place they had just missed, after two terms of hard work, the honour of a place in the team, and, in the second, they had on their shoulders the responsibility of trying to save their more fortunate colleagues from paying for their dinner. Moreover, instead of, as of old, playing their match on the same day as the match, when nobody would have cared twopence about them, they were butchered to make a holiday for both teams, who were resting before the battle. They had not sought the limelight which blazed full upon them; yet when they missed the ball, as they occasionally did, everybody sniggered, and when at the last hole one of them produced a shot of which Bobby Jones could have dreamed, the laughter drowned the cheers. Here was surely exhibited a very base aspect of human nature.

Grimacing Demons.

It would be easy to multiply instances. Only two days before, if I may be pardoned an egotistical illustration, I had been playing in a Foursome match at Sunningdale. I arrived on the edge of the home green in a shattered condition to find myself confronted by a long putt and four grinning demons seated in a row and in a state of ostentatious decorum to watch me play it. I was lamentably short, the match was not won, and then each of those four separately informed me that this putt was a well-known booby trap and that they all waited and postponed their tea merely for the pleasure of seeing me fall into it. Is there imaginable a more horrid refinement of cruelty?

One Bright Exception.

It is a pleasure to give, at any rate, one instance of a more Christian spirit. Ages ago two players went to the nineteenth hole at Hoylake in a championship and put so many balls out of bounds into the field that at last one of them had to surrender from sheer lack of ammunition. The crowd turned laughing back to the club when an American gentleman administered a reproof. He quoted the words of a compatriot, the American Admiral, when a Spanish ship went down, "Down cheer, boys, they're dying."

"Dormy Two."

That was nobly said, and when we laugh on such occasion—goodness knows, it was almost justifiable—we forget how terribly near to us are the victims. The cricketer who in the far distance misses an easy catch is by comparison with the golfer only a mechanical figure. He is no more than a cap with a peak like Cyrano's nose, and as to his having a heart or nerves or feelings, we rarely give the possibility a thought. The case of the golfer is altogether different. We cannot deny that he is human when we can study at close quarters "each new and never-twinked pose" and even hear what he says under his breath. And he can hear what we say, hear it with ears made all the keener by his agony. This very day one of those strugglers to avoid a dinner bill stood one up with three to play and played a beautiful shot close to the hole at a one-shot hole. I—may heaven forgive me!—turned to my neighbour and said, "That's done it—dormy two." It had done it, and I hope and believe that he who had to play the like did not hear me; but if he had heard and had there and then

DENMARK LEADS RUMANIA.

Davis Cup Results from
Copenhagen.

TWO SINGLES MATCHES.

Copenhagen, Yesterday.
In the Davis Cup match here today Ulrich (Denmark) beat Mishu (Rumania) 6-4, 6-4, 9-7 and Henriksen (Denmark) beat Bunea (Rumania) 6-0, 6-2, 6-3.—Reuter.

TEST PLAYERS SCORE FREELY.

Bradman Bats Well and
Takes Wickets.

JACKSON'S INNINGS.

Queensland, April 2.
Kippax's team scored 210, and won by 81 runs on the first innings against Eacham Association team. Archie Jackson was top-scorer with 61. Solely caught and bowled Bradman, winning the bat given by Turner Agencies, Ltd., to the bowler getting Bradman's wicket. Eacham had lost three wickets for 52 in the second innings when rains ended play.

Bradman and Jackson gave hurricane hitting displays in the match played at Cairns during the week-end between Kippax's Eleven and a Cairns team. Jackson, who made 158 in the first innings, at

LAWN BOWLS LEAGUE.

As in previous years the co-operation of Bowls Conveners is requested in forwarding lists of teams in time for publication in our issue of Friday.

To-morrow "Short Head" will discuss the prospects for Saturday's League matches.

one stage scored 50 in eight minutes. Bradman, who scored 90 and 103, also took the honours as a bowler. In the first innings he captured four wickets for 13 runs, and in the second six for 43, making his aggregate for the match 10 for 56. For the home team Horwood made a good showing in the first innings, compiling 70, while Lynam made 20 and 42. The visitors won by an innings and 13 runs. Scores: Cairns, first innings, 148; Kippax's Eleven, first innings, five wickets for 470 (declared); Cairns, second innings, 135; Kippax's Eleven, second innings, three wickets for 265.

Queensland, April 9.
Kippax's team won on the first innings in the match against a team representing the Innisfail district. There was a large crowd, the gate takings amounting to about £110. Anstey was the most successful batsman for the home side, scoring 42. Bradman secured four wickets for 49 runs. Thirteen players batted for Innisfail. Rigg and Bill batted excellently. Rigg compiling 92, and Bill 86, Bradman made 25. Scores: Innisfail, 164; Kippax's Eleven, six wickets for 225. Rain stopped play.

North Queensland failed in the match against Kippax's Eleven at Townsville over the week-end, and the score at the drawing of stumps on Monday were:

New South Wales—First Innings: 623 for 6 dec. (A. Jackson 171, A. Fairfax 73, D. G. Bradman 119, Waddy 108, Kippax 103).

North Queensland—122 (Bradman 4 for 36).

murdered me, any golfing jury ought to have acquitted him. Shameful Gloating.

There is just this to be said for us who watch golf, that we do not enjoy the sight of a man missing a short putt; not, that is to say, unless we are driven by sheer hard necessity to want him to miss it, because our motto is for the moment, "My country right or wrong." But we do gloat—more shame to us—over a hole halved in 7 which ought to have been won in 4; we do like to see some poor wretch go, as if magnetically attracted, into the one bunker on the course which can prevent him from winning the hole; we are not even wholly averse from seeing a pitch fluffed or topped; we revel in saying "Head up" as if it were clever in us to detect all too obvious a fact. In short, we are pretty mean beasts, and I am determined never to do it again except when Cambridge—and, even so, I had not got to pay for the dinner.—The Times.

NETHERLANDS DRAW WITH GERMANY.

40,000 Witness Match at
Amsterdam.

BRILLIANT FORM DISPLAYED.

Amsterdam, April 26.
Before 40,000 spectators, including several thousand German visitors, the international football match between the Netherlands and Germany was played at the Olympic Stadium, and ended in a draw of one goal all.

The Dutch eleven scored their goal before half time, after which the German forwards made desperate and eventually successful attempts to even up matters. This is the fifth of twelve international contests between the two countries ending in a draw, while of the remainder the Dutch have won four. Both teams were in brilliant form, though the Netherlands' technique was slightly superior. This, however, was compensated for by the staunch German defence.

WOMEN TO ACCEPT CHALLENGE.

Gruelling Motor Race
Against Men.

AUTOMOBILE CLASSIC.

Brooklands, May 7.
For the first time in the history of the event, women drivers will start in the British double twelve-hour motor race which begins here to-morrow. The race is regarded as one of the classics of the British automobile speed track and three women have accepted the challenge made recently by a prominent racing driver at a meeting of the British Racing Drivers' Club. They are Miss Victoria Worsley, who was the first British motor saleswoman and is leading a team of Baby Austins; the Hon. Mrs. G. A. Chetwynd, the mother of a year-old infant, and who is to drive a supercharged M. G. Midget; and Mrs. E. M. Wisdom, who will be at the wheel of a Frazer-Nash.

All three are well known on the racing track, but none has previously attempted anything on such a big scale as the 24 hours race, which taxes the endurance of some of the finest racing men. Their skill and endurance is to be pitted against that of numerous speed kings, including Earl Howe, Sir H. R. S. Birkin, Dudley Frey and Dr. J. D. Benjafield. Only in a few international automobile events are women allowed to compete with men on equal terms.—United Press.

Our Sports Diary.

LOCAL.

CHESS — To-morrow — Open Championship.

RACING — To-day — Entries for Sixth Extra Race Meeting close at noon.

Saturday — Fifth Extra Meeting.

LAWN BOWLS — Saturday — Division I.—K.B.G.C. v. Civil Service, Craigengower v. Police, Recreio v. Kowloon Dock, Talkoo v. K.C.C., Division II.—Civil Service v. Craigengower, H.K. Electric v. Talkoo, Yacht Club v. K.B.G.C., K.C.C. v. Recreio.

HOME.

CRICKET — To-day and To-morrow —

Hampshire v. New Zealand.

Middlesex v. Gloucester.

Surrey v. Somerset.

Lancashire v. Essex.

Notts v. Worcester.

Cambridge U. v. Yorkshire.

Oxford U. v. Leicester.

Saturday, Monday and Tuesday —

M.C.C. v. New Zealand.

Surrey v. Hampshire.

Sussex v. Gloucester.

Worcester v. Lancashire.

Notts v. Northampton.

Leicester v. Essex.

Yorkshire v. Warwick.

Derbyshire v. Kent.

Cambridge U. v. Middlesex.

GOLF — To-day — Professional Tournament at Southport (Continued).

ATHLETICS — Saturday — Universities, Union, Championships at Manchester.

LAWN TENNIS — Sunday — French International, Championships, Davis Cup, Second Round to be completed.



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AND

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WHITEMAN

AND HIS BAND IN

KING OF JAZZ

EVERYBODY'S talking about "King of Jazz." Nothing like it has ever been seen or heard here before. It eclipses anything ever done on stage or screen. To say it's a sensation is putting it mildly. Never before such a luxury of beauty... such deliciously intimate wit and humor... such compelling songs and music... and the line-up of stars looks like the Hollywood city directory! COME EARLY TO BE SURE OF SEATS!

Don't miss the first dramatization of GEORGE GERSHWIN'S "Rhapsody in Blue."



With Laura La Plante, John Boles, Glenn Tryon, Jeanette Loff, Merna Kennedy, Kathryn Crawford, Stanley Smith, Grace Hayes, William Kent, Charles Irwin, Twin Sisters G, Russel Markov, Dan-cers, Wynn Holcomb, Tommy Atkins Sextette, Nell O'Day, George Chiles, Jacques Carlier, Al Norman, Paul Howard, Frank Leslie, Jeanie Lang, Presented by CARL LAEMMLE, Directed by JOHN MURRAY ANDERSON, Produced by CARL LAEMMLE, Jr.

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MOMENTOUS DECISION IN DOMINION RUGBY.

South Africa Leagues with Home Unions.

LONG DELAYED.

One of the most important happenings in the history of Rugby football occurred at Cape Town, when the South African Rugby Union decided to fall into line with the four home unions regarding the rules governing international matches.

The necessity for unanimity in the Rugby code of laws was recently accepted by New Zealand, so that now the whole of the Empire Unions will meet in the future on a common basis, and without those irritating discussions as to how the game shall be played.

To those who have been working for years to obtain this unanimity the decision of the South African Union is welcome indeed. The only regrettable fact is that it did not come during the lifetime of the late Sir Rowland Hill, for there has been no man who worked so much in season and out for unanimity as did that "G.O.M." who spent a lifetime in

(Continued in next Column.)

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Chartered Bank	13	1st	[Final 25 cents] Mar. 31
Mercantile Bk., A.B.	25	1st	[Final 25 cents] Apr. 31
" C. 2	...	...	...	19	1st	[Final 25 cents] Feb. 28, 31
Bank of Asia	120	...	...	...	Dec.	[Final 25 cents] Feb. 28, 31
Insurance.						
Canton Ins.	1415	...	...	...	Dec.	[Final 25 cents] Pending
Union Ins.	688	...	...	...	Dec.	[Final 25 cents] Pending
*China Underwriters	5 60	...	...	...	Dec.	[Final 25 cents] Pending
China Fire Ins.	600	...	...	...	Dec.	[Final 25 cents] Pending
H. K. Fire Ins.	1300	...	...	...	Dec.	[Final 25 cents] Mar. 28, 31
Shipping.						
Douglases	95	...	...	...	Dec.	[Final 25 cents] Mar. 31
H. K. Steamship	...	...	...	...	Dec.	[Final 25 cents] Mar. 31
Indo-China (Pref.)	...	...	...	...	Dec.	[Final 25 cents] June 19, 30
(Del.)	30	...	...	...	Dec.	[Final 25 cents] Jan. 6, 31
Shell Transports	...	...	...	...	Dec.	[Final 25 cents] Mar. 31, 31
Union Waterboat	27	...	...	...	Dec.	[Final 25 cents] Mar. 31, 31
Mining.						
Reynolds	...	...	...	...	Dec.	[Final 25 cents] Mar. 31, 31
Kellan Mining Ad. v. Langkat	...	...	...	...	Dec.	[Final 25 cents] May 8, 30
S'hai Exploration	...	...	...	...	Dec.	[Final 25 cents] Feb. 6, 31
Loans	...	...	...	...	Dec.	[Final 25 cents] Mar. 16, 31
*Rauha	...	...	...	...	Dec.	[Final 25 cents] Mar. 16, 31
Venezuela Gold Fields	...	...	...	...	Dec.	[Final 25 cents] Mar. 16, 31
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	163	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H. K. & W. Docks	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
South Ch. Moins	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
*China Prospects (old)	5 80	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
(new)	2 70	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Hongkong	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
N. Engineering	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Shanghai Docks	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Lands, Hotels & Buildings.						
*H. K. & S. Hotels	10 50	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
(R.R.)	15	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
(R.R.)	4	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
H.K. Lands	...	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
Shanghai Lands	...	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
Humphreys (old)	17	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
(new)	16 50	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
H. K. Real Estate	...	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
Chinese Estates	...	...	...	...	Dec.	[Final 25 cents] Apr. 16, 31
Cotton Mills.						
*Ewo Cotton	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Shanghai Cotton	103	...	...	...	Dec.	[Final 25 cents] Nov. 30, 30
Zong Sing	...	...	...	...	Dec.	[Final 25 cents] Oct. 11, 30
Public Utilities.						
*H. K. Tramways	...	...	...	...	Dec.	[Final 25 cents] Feb. 27, 31
Peak Tram (old)	...	...	...	...	Dec.	[Final 25 cents] June 16, 30
(new)	...	...	...	...	Dec.	[Final 25 cents] Feb. 18, 31
Star Electric	...	...	...	...	Dec.	[Final 25 cents] Dec. 15, 30
*China Light	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H. K. Electric	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Macro	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Sandakan Light	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H.K. Tels. fully paid	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
part paid	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
China Bus	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
*Port Tractors (Ord.)	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
(Pref.)	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Industrials.						
China Sugars	...	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
Malabon Sugars	...	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
Cald. Mag. Ord.	...	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
" Pref.	...	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
Canton Loo	...	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
*Cements (com.)	19 80	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
(old)	18	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
(new)	6 15	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
H. K. Ropes	22 80	...	...	...	Dec.	[Final 25 cents] Mar. 4, 31
Stores, &c.						
Dairy Farms	26	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Watsons	18	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Der A Wings	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Lane Crawford	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Mackintosh	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Sincere	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Wm. Powell	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Miscellaneous.						
H.K. Amusement (old)	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
(new)	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
Ch. Entertainment	...	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H. K. Construction	7 40	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H. Ind. G.S. Bonds	70%	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31
H. K. Govt. Loans	8%	...	...	...	Dec.	[Final 25 cents] Mar. 19, 31

*Speculative shares. *Sales to Shanghai.

AMAZING REDUCTIONS AT OUR GOING OUT OF BUSINESS SALE

SALE

Patrons of PAMELA will revel in this Sale of Sales. It is the event of the season and should not be allowed to pass the vigilant attention of the economist. Beautiful garments during the next three days will lose their expensive tags and will be ready for purchase by the early shoppers at enormous reductions.

LAST OPPORTUNITY

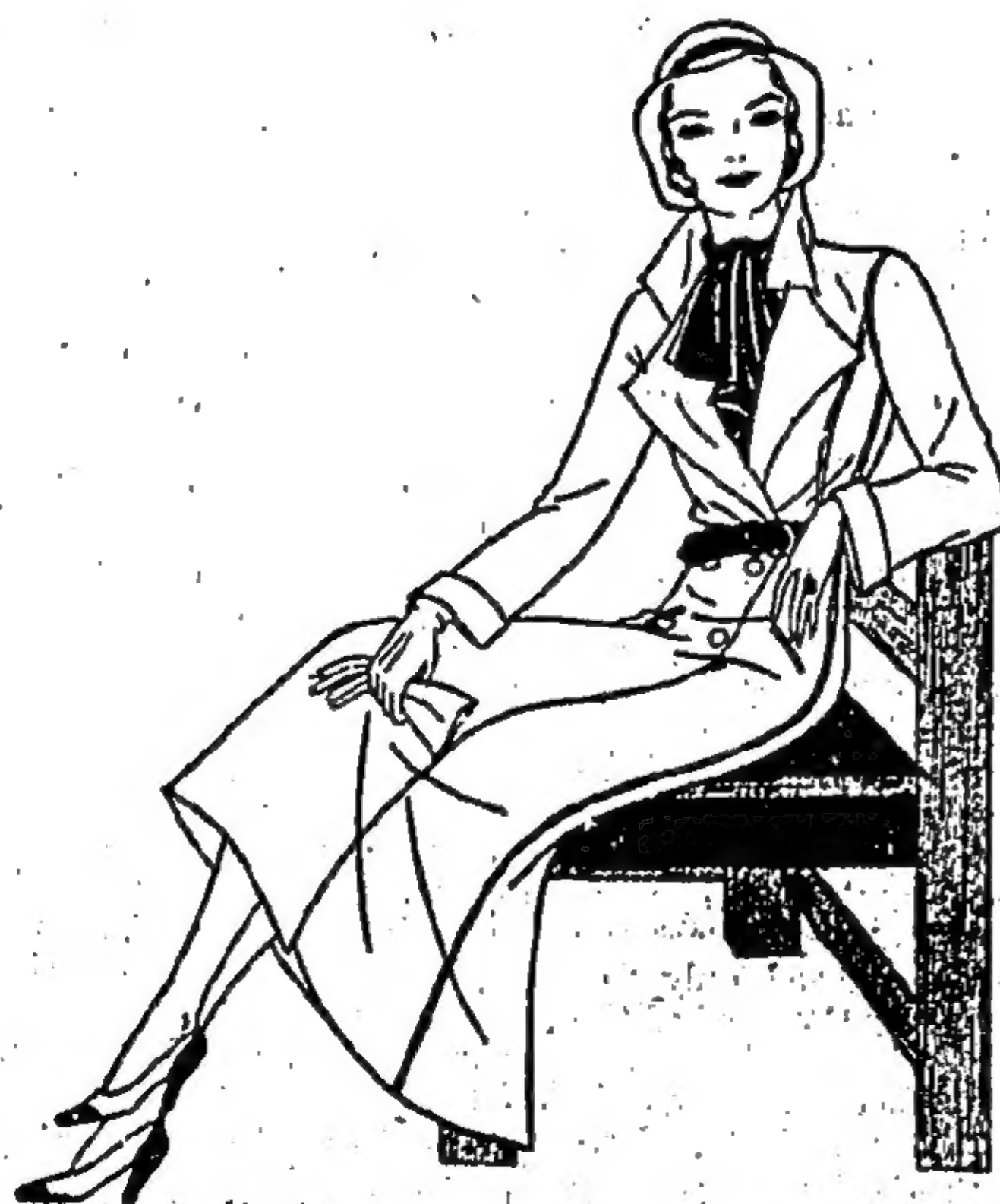
The Sale of Sales.

COATS, DRESSES, HATS, EVENING GOWNS, AFTERNOON FROCKS, UNDERWEAR, HOSIERY, HAND BAGS, SUMMER REQUISITES. IN FACT EVERYTHING YOU MAY REQUIRE WILL BE AWAITING YOUR CHOICE.

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Next to St. Francis Hotel.



the service of the game he so loved.

Why Agreement Was Delayed.

There is little doubt that such an agreement would have been arrived at much sooner had it not been for one small section of the International Board.

For some extraordinary reason the Unions of New Zealand, South Africa, and New South Wales were regarded by these peculiar people as being composed of men who were desirous of introducing innovations into the game which were contrary to accepted principles.

Time and again prominent men connected with the New Zealand and South African Unions have assured us that there was never any idea in their minds of flirting with pseudo-amateurism; that they were equally concerned with us in preserving the purity of the sport; but it was all to no avail. "Rugger" men in the Dominions were "suspect" in the minds of these people, and the position appeared hopeless.

Two New Zealanders—C. J. Wray, who represents his country on the Rugby Union, and Sam Wilson, of Christchurch, who visited England in 1924—repeatedly urged the International Board to view matters, so far as the Dominions were concerned, in a spirit of friendliness.

A Little Encouragement.

Both of them not infrequently spoke or wrote on the matter, and pointed out how simple it would be for all the Empire Unions to fall into line, if only those overseas were given the least encouragement. They realised, as did the whole of the Rugby-playing population of New Zealand and South Africa, that they always had the sympathy of the "English" Union in the matter; but they almost despaired as a result of the intolerant attitude of other sections of the British Isles.

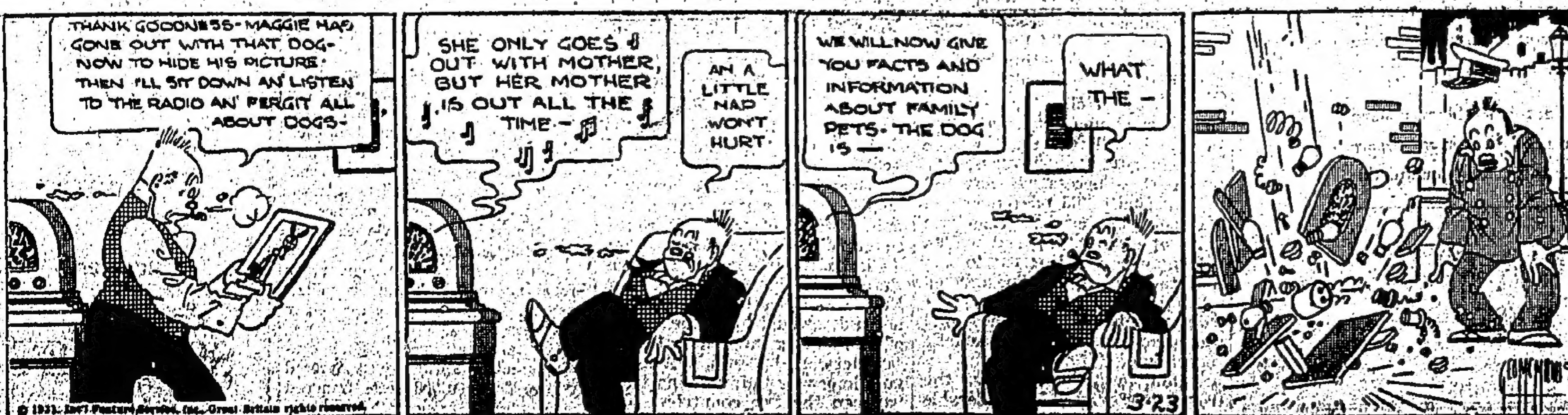
The Welsh and Irish Unions were never antagonistic in the least to an agreement with the Dominions, as long as they were prepared to conserve the traditions of the game; but the Scottish Union could not or, perversely, would not believe in the integrity of sportsmen in the far-flung centres of the Empire. It was altogether regrettable, but the gesture of the South African Union has automatically settled all differences. What will now happen is that the Dominions will be given reasonable representation on the International Board.

COMING ???

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MOTORISTS—THIS IS YOUR PAGE

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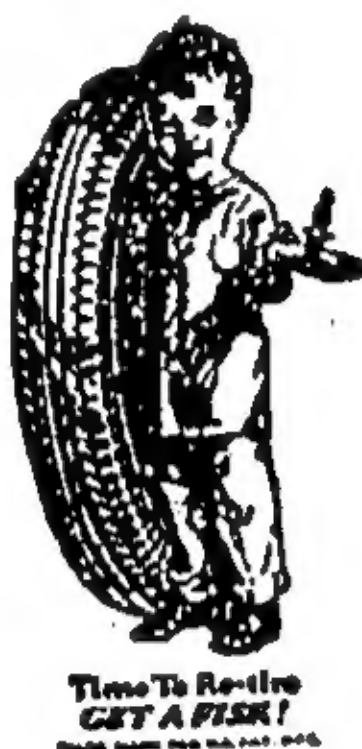
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Time To Replace
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MORE HONOURS.

High Speed Endurance Test.

A motoring test of exceptional severity has recently been completed at the Montlhery track, near Paris, when an 8 h.p. Singer Junior set out on a 24 hours' run at full speed, the drivers, Messrs. G. E. T. Eyston, E. A. D. Eldridge and P. Brewster, taking the wheel alternately.

The test was run under the auspices of the A.C.F., whose officials sealed the bonnet before the start. Weather conditions were generally bad, but at midnight a hurricane arose and torrential rain fell, so that it was necessary for the windscreen wiper with which the Triplex screen was fitted, to be kept in action continuously.

Since the bonnet was sealed it was, of course, impossible for any adjustments to be made, but none was necessary, for the car ran faultlessly throughout. Stops were made approximately every 200 miles for petrol replenishments and a change of drivers, and in less than 20 hours 1,000 miles had been covered. The speed increased slightly towards the end of this gruelling run, and the full 24 hours showed a distance of 1,216 miles at an average of 50.7 m.p.h.

Far from being a racing or sports model, the little car was a four-door saloon with full equipment; during the hours of darkness, when the weather was at its worst, the track was unlighted except by the car's headlamps.

TROLLEY BUSES.

Odyssey in South Africa.

Realising many months ago that there was an extensive market for a newer form of city transport in the Union of South Africa (as there is indeed throughout the whole of the civilised world), Guy Motors, Ltd., shipped a 66-seater double-deck electric trolley bus to Cape Town, this vehicle being the largest which has ever been put into service on the African continent. Wherever the bus put in an appearance it naturally created intense interest. For several days it was demonstrated on the roadway at present served by rail-borne trams up the lower slopes to the famous Table Mountain, having its termini in the shade of the Table Mountain and in Cape Town itself.

On completion of an extensive demonstration in Cape Town the bus was towed by a Guy seven-ton six-wheeler to Durban, where it was put into service for several days, demonstrations being given to Ratepayers' Associations and the public generally, the Press interest, of course, being immense. Johannesburg was the ultimate destination of the bus, but owing to the inability of the Railway Companies to transport it, it was towed a distance of 418 miles, which is, in fact, a stupendous towing task without parallel in the history of African transport. This task occupied 70 hours actual running time, which, in itself, is a record, seeing that throughout the journey most unusual obstacles had to be overcome.

On the first day out it was necessary to chop 20 tons of timber to allow the bus to pass, and difficulty was experienced with overhead telephone wires owing to the height of the bus, though this was overcome without interfering with the lines of communication.

1931 PROMISE.

Showing What Britain Can Do.

The present year has opened in a promising manner for the British motor industry, for it has seen a series of successes which have strengthened the already optimistic hopes of the future entertained by all connected with the industry.

With the world land speed record apparently firmly in the keeping of Great Britain, and the wonderful successes achieved by British cars and drivers in the Monte Carlo Rally, there has been added to these the records achieved on the Montlhery track where light British cars obtained world's records in Class F, covering 4,000 kilos at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running in spite of gale conditions, ice and snow; a 24 hours' run on the same track by an 8 h.p. British car when 1,216 miles were covered at an average of 50.7 m.p.h.; and, also at Montlhery, the breaking of four world records by a British light car, at speeds varying from 101.8 to 103.1 m.p.h., these performances being in addition to that of Capt. Sir Malcolm Campbell with a light car at Daytona when he reached a speed of 94.031 m.p.h.

It is accordingly with this encouraging backing that the British motor industry commences its determined effort to extend its market in the Argentine, believing that the range of vehicles designed and built in Great Britain will be found to meet every transport requirement of South America. When the British Empire Trade Exhibition was opened by H.R.H. the Prince of Wales on March 14 the exhibit of the British motor industry was found to illustrate how thoroughly British manufacturers are alive to the potentialities of this particular market. The motor industry exhibits were housed in a special pavilion, certain exhibits being also on view in an adjoining pavilion and in the general en-

LUXURY VEHICLES

To Be Used by Indian Maharajah.

It is a matter for gratification that these two vehicles—embodying as they do all the skill and resources of present-day automobile engineering and coachbuilding practices, have been made throughout by British labour. They are both mounted on swift, powerful chassis of the "Regal" type, manufactured by the A.E.C.—the well-known builders of London's buses—and the bodies are the work of Messrs. Duple Bodies and Motors, Ltd., Edgware Road, the Hyde, Hendon.

It is doubtful if any two vehicles of such power and speed, and of such ornateness and luxury have ever before been sent out to the East.

They are to be used by the Maharajah of Patiala for "chehar" (hunting) expeditions, one being designed as a travelling coach seating 27 persons, and the other as a dining saloon with accommodation for 16 at one sitting.

Outwardly the vehicles are the same—both finished in two shades of maroon, both having entrances and exits in the same places, and both bearing a searchlight on the roof. This searchlight is of 225,000 candle power, throws a beam 1,000 yards long, and can be manipulated through a complete circle by a handle in the interior. Adding to chromium plated bumper bars and the effectiveness of the exterior are the word "Patiala" affixed to the radiator.

In each case a Walman sliding roof is fitted, and Triplex "purdah" blue tinted safety glass used for the windows. This glass has the remarkable property of allowing a perfectly clear vision to the occupants of the vehicle but at the same time shields them from the gaze of passers-by. From the exterior it appears quite opaque.

For the interiors teak, polished and bees-waxed by hand, has been used in both cases. This matches

SAFETY GLASS.

The Importance of the Black Edge.

Many motorists have wondered why it is that the upper edges of the Triplex glass windows of their cars are black; some, indeed, have thought that this is done so that they shall not be able to see how the glass is made!

Actually, of course, the blackness is the "seal" of the glass and it exists all round the window panes and windscreen, although as a rule it can be seen only on the tops of the windows.

As is generally known, safety glass is composed of two sheets of glass with celluloid sandwiched between them. One of the last manufacturing processes consists of removing the celluloid at the edges to a depth of about 1/8 in. and filling the crevice revealed with a special type of pitch. This gives the black finish mentioned.

Sealing the edges is most important for long life of the glass. Some manufacturers who guarantee their glass for a year only claim that sealing is unnecessary, and the Triplex people themselves have made unsealed glass which is quite satisfactory for twelve months or so. But since they guarantee their product for two years—and make it to last for ever and a day—they seal the edges; hence the burnished, black finish.

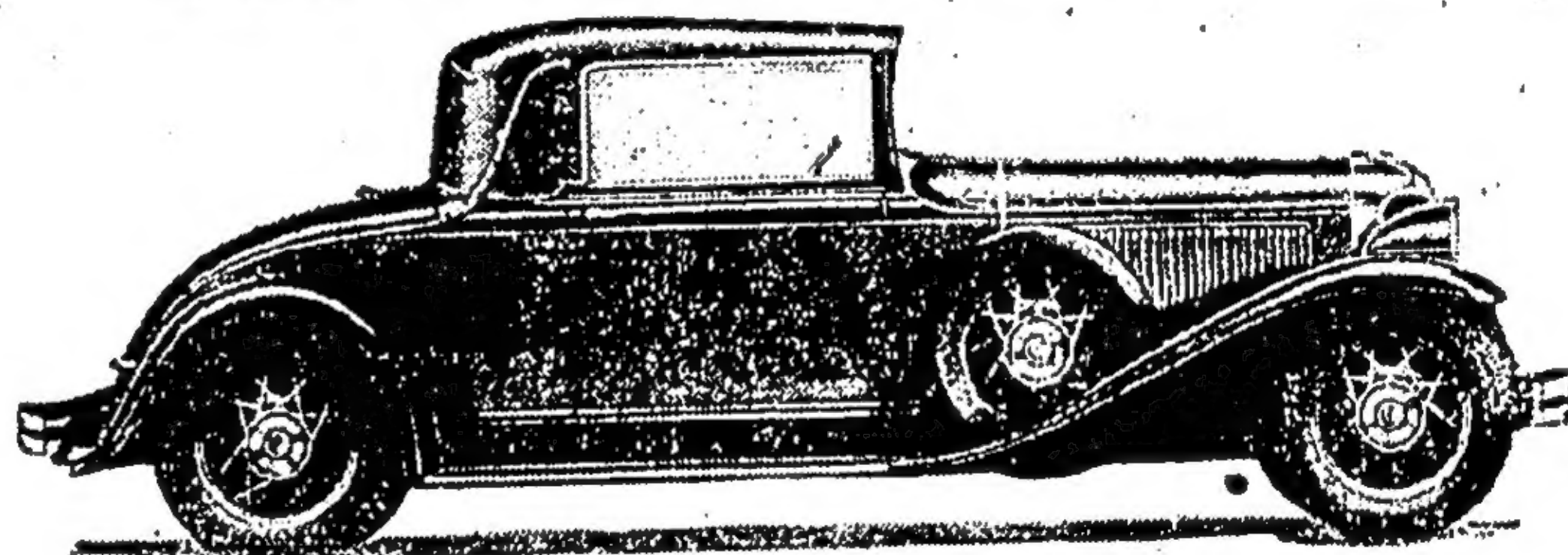
erected over the wheel arches, one for carrying cigarettes, cigars and glasses, and the other for holding bottles of wine. The top drawer of this is lined with zinc for carrying ice. At the rear of these is a three divided table which can be quickly erected across the full width of the vehicles.

The dining saloon, carried out in a decorative scheme of brown, is provided with five folding tables fitted with spring rimmed silver bottle containers. These tables occupy the front part of the vehicle, and immediately behind is a curtained toilet recess fitted with a washbowl of Egyptian silver, mirrors and convenient drawers. The water supply is obtained from an 18-gallon tank in the roof immediately above. Beyond this comes a full width partition separating the kitchenette from the dining part of the coach. This is fitted with cabinets for the reception of all crockery and cutlery, and for the storing of foodstuffs. It also contains a zinc-lined sink, a chromium-plated tap fed from a 32-gallon water tank in the roof, and a large primus stove. An electrical indicator indicates at which of the four tables the "bearer" is wanted.

The appointments of the dining saloon include 24 sets of solid silver cutlery, teapot, coffee-pot, sugar basin, cream jug, etc., engraved with the Maharajah's crest and a large number of china pieces also bearing the crest.

A silver cocktail shaker is included in the fittings of the travelling coach.

Entirely New Chrysler Six Convertible Coupe.



Beautiful, long, low and graceful Chrysler Six Convertible Coupe on new double-drop frame. Slanting V-type radiator, more powerful engine, 116" wheelbase, low centre of gravity, minimum overall height without sacrifice of road clearance or head room.

munication. Maritzburg Town Hill and Laing's Nek were the two steepest gradients to be negotiated, but the seven-ton lorry towed the Guy double-decker up 1 in 8 slopes without difficulty. A particularly bad road between Maritzburg and Newcastle caused some concern, as the low loading bus had to be towed over the alufts. Remarkable handling of the machine was necessitated by the lorry driver when crossing a bridge on the outskirts of Johannesburg, as there was only 3 in. clearance on either side, and concern was again caused when the bus arrived at the Mervale Subway Bridge, which allowed only 2 1/2 in. clearance from the roof of the bus.

The most difficult feat was in negotiating the Standerton drift which had to be used as the top girders of the bridge were much too low to admit the passage of the Guy trolley bus. This was the first time in eight years that the drift had been resorted to, and the whole of the population of Standerton of about 3,000 Europeans and 8,000 Natives turned out to see this marvellous feat accomplished.

The Guy trolley bus is the largest machine of its type in the world. It will traverse any type of main road, where passenger transport is necessary, carrying its full load of 66 passengers on a consumption of less than two units of electricity per car mile.

It may be of interest to add that the Guy trolley bus arrived at Johannesburg without the paintwork being scratched, and was accorded a most enthusiastic reception! Again, in Johannesburg the trolley bus evinced considerable

engineering pavilions, a total area of approximately 20,000 sq. ft. being occupied. As a centre of attraction, the "Golden Arrow" was on view, while the "Blue Bird" car was also displayed during the latter part of the Exhibition.

The difficulties attendant on the period of exceptional trade depression are not yet overcome, but the British motor industry is facing the future in a spirit of optimism, with the knowledge that the new year has opened in a manner that promises well for its expansion and prosperity, with the gratifying assurance that, almost alone among the important exporting industries of the world it has maintained its position and determined to pursue with redoubled intensity its efforts to secure for its products a position of pre-eminence in the motor markets of the world.

SINGERS IN DENMARK.

Singer sales are steadily growing throughout Denmark. Additional showrooms were recently opened in Copenhagen, the ceremony being performed by the British Minister, Sir Thomas Hoher, and his wife, supported by a distinguished company including the Danish press.

interest; and His Excellency the Governor-General, the Earl of Athlone, after completing a careful examination of the complete vehicle, and a ride over a two mile stretch of tramway route, congratulated the Company on its initiative in sending this bus the several thousand miles from England to South Africa. This, he said, would have the effect of stimulating interest in British products, and would, no doubt, go a long way to improving trade between the two countries.

In the travelling coach with blue moquette covered seats, and in the dining car, with a decorative scheme of blue and brown. Many of the interior fittings and appointments are common to both vehicles.

There is in each, for instance, a rack for seven sporting guns, fitted to the front bulkhead which also bears on the left hand side a blue flambeau light, a 6 1/2 in. diameter luminous clock, a mirror in the centre, and on the right hand side a luminous speedometer of the same diameter, and another blue flambeau light. Projecting through the roof immediately above are the handles for working both the searchlight and the movable roof, and below the mirror, the searchlight switch. A little further down the centre panel is the handle controlling the heating which is by means of Thermorad exhaust heaters, and flush aluminium radiator plates in the floor. Both floors are laid with blue coloured Paraflex rubber laid on Sorbo rubber which eliminates what very little vibration is apparent when running.

The luxuriousness of the interior is enhanced in each case by the chromium plated parcel racks, window fittings, handles, table legs, switches, cigar receptacles and light fittings, and an unusual charm given to its aspect by the golden damask curtains that are suspended on each side of the windows. These are surmounted by pelmets of the same material. To the supports between each window are affixed switches for both the white lights overhead, and the blue flambeau lights at each corner of the vehicle, a buzzer for signalling to the driver or calling "bearer," and an electric cigar lighter.

The travelling coach, which contains specially sprung seats covered in blue flowered moquette trimmed



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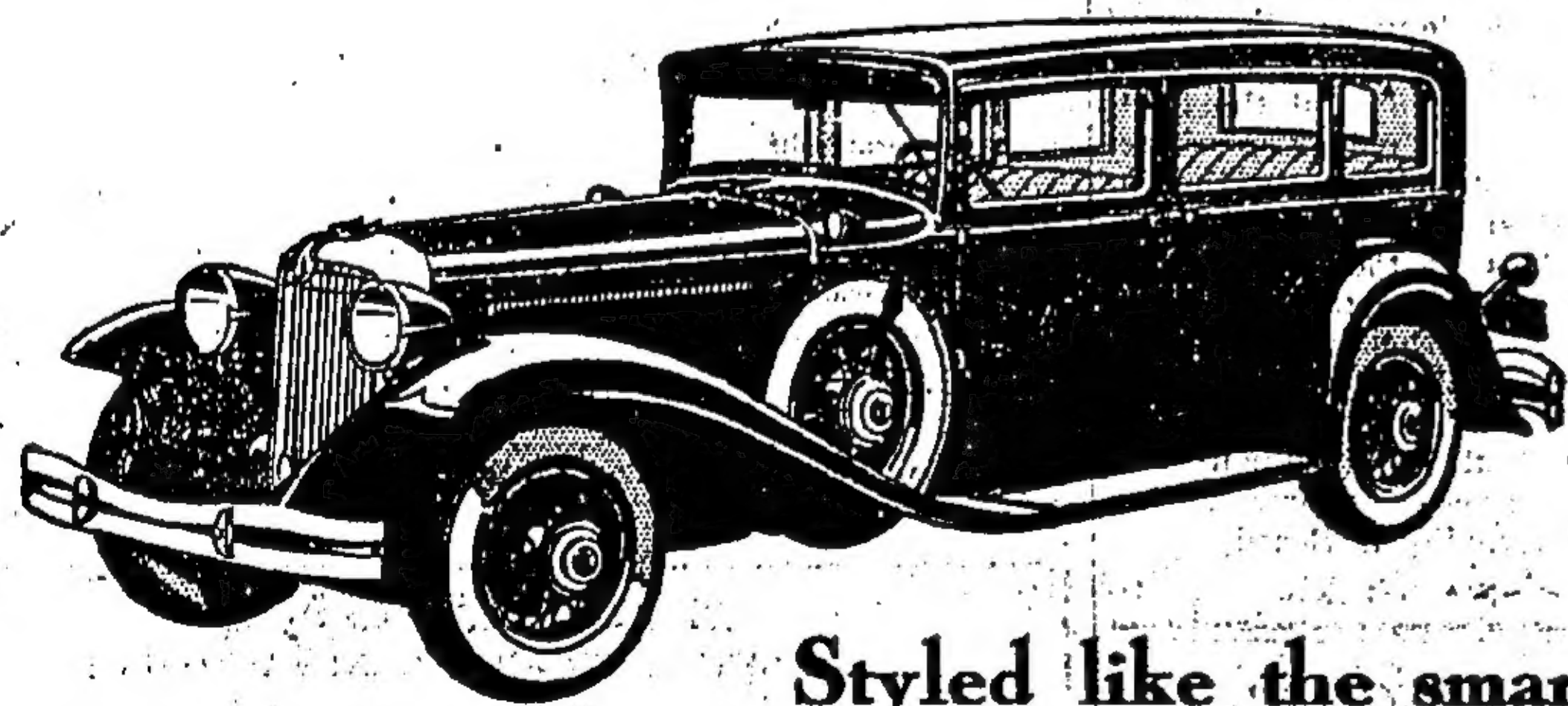
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A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 136-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

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TEL. 25674.

ARE YOU DRIVING TO DESTRUCTION?

Things At Which The Inexpert Motorist Excels.

(By J. Harrison, A.M.I. Mech. E., A.M.I.A.E.)

Now that the motoring season has commenced in real earnest, adequate opportunities are afforded to anyone who is determined to get the worst out of his car. Of course, he can run into a brick wall and smash it up completely, but this is scarcely artistic. The methods of the accomplished car-wrecker are more subtle.

When starting away first thing in the morning, while the engine is still cold, he presses the starter button impatiently, discovering too late that he has left the car in gear and that the ignition is fully advanced. Thus the starter is strained and the starter-ring teeth get the full force of an incipient back-fire when the engine does spring to life.

In this way he can — and frequently does — in less than six months cause the starter to jam, the teeth in the starter ring to break and the battery plates to buckle. This last-named process he assists by studiously ignoring the battery-maker's instructions to add distilled water until the level of the liquid is 1/4-inch above the plates.

Wrecking the Engine.

As soon as the engine commences to run he shows his neighbours a really impressive way to destroy a motor. By holding the stranger partially closed he is able to force the unwilling engine to accelerate rapidly while still cold.

This is very effective, for the pistons and crankshaft bearings are brought under load before the oil has time to reach them, and metal rubbing against metal, without an interposing oil film, rasps like a file. A past president of the Institution of Automobile Engineers told me that you have only to wear five-thousandth parts of an inch off every bearing surface of a car to reduce it to scrap-iron.

Think! If a layer of metal as thick as a page of this newspaper is torn off your cylinders, pistons, crankshaft and gudgeon pins, you have nearly succeeded in wearing out the car, for this paper is over three-thousandths of an inch thick.

An engine, which is raced when cold, is working at the same speed as it does it 50 or 60 miles an hour.

Besides allowing the engine to come under load before the oil has time to circulate, excessive use of the stranger assists the car-wrecker process in a number of ways. It directs a spray of liquid petrol on to the cylinder walls which the pistons carry into the sump to dilute any oil that is there.

Just Feel the Grit.

The really conscientious automobile destroyer never, on any account, changes the engine oil, for that is a certain way to increase the power units longevity. When the cylinders are cast a certain amount of foundry sand remains on them although the foundry make strenuous efforts to remove it by chemical cleaning.

To this sand, in the process of machining, is added a few microscopic metal chips, and later, as the car wears, further chips are rubbed off the bearings and fall into the oil. Tiny specks of carbon from the combustion chambers, fine road grit, water condensed from the atmosphere and the unevaporated, heavy constituents of the petrol, too, help to contaminate the lubricant.

If your friends do not believe that your oil is as dirty as I say it is empty the contents of the sump into a clean basin. After the liquid has been allowed to settle they can rub their hands along the bottom of the basin and feel the grit for themselves. If that does not convince them, pour the liquid through a sheet of blotting paper and then they can see the dirt adhering to the paper.

There are some men who allow a cold engine to tick over for a minute or more before engaging gear and who change the oil regularly every 1,500 miles. They are still running cars that they bought five years ago and they have not succeeded in wearing them out in 50,000 miles.

There are quite a number of ways in which tyres can be destroyed, and some of them damage the springs and chassis at

the same time. The most certain of them is to over-inflate three tyres while leaving the remaining one soft. This allows one corner of the chassis frame to be much lower than the other three, and so it puts a decided cross strain on the whole of the car. It overloads at least two of the springs and twists the body.

Although not quite such an effective means of chassis wrecking, running with all tyres nearly flat helps to keep up the dividends of the tyre companies. The repeated flexing of the walls as the tyres bulge, when they come into contact with the road, sets up friction between the cords of the casing, and, if the car is driven really fast and fully loaded, the tyres can be burst in less than 2,000 miles.

Thrills When Brakeless.

The car wrecker who takes a pride in his work will try fast cornering when his tyres are partially deflated, for if he is really swift and the tyres are sufficiently soft it is possible to wrench them right off their rims.

There is a man I know who wins cups and medals in races and reliability trials. Only recently, before the London-Land's End trial, I helped him jack up the four wheels of his car and adjust the brakes. He held the brake pedal down one inch by jamming a stick between it and the driving seat, and then he adjusted the brakes until all four went on together.

To reassure himself he depressed the pedal a further half-inch and then tested the power of each brake independently by pulling on the tyres in turn.

He was not satisfied until he had tested the car on the road, braking hard and noting the length of each skid mark. He applied the brakes when the car was doing over "fifty," and it pulled up without a waver although the steering wheel was not held.

There is no fun in motoring on a car like that. It is far more exciting to neglect the brakes entirely, but if your family object to riding in a brakeless car give the adjusters a few turns. Try giving one five or six turns and other half a turn; slack one off and ignore the other.

Most Potent Method.

In this manner you will throw all the work on to one brake, and in a very short time you will score the drum to destruction and tear the lining to pieces.

You can then begin operations on another brake, but one at a time is the way to do the job, for if all the four brakes are properly adjusted they will wear for years.

If there is any advice to those who wish to get the worst out of their cars that I have omitted I must plead limitations of space, and I suggest that, next to doing things wrong, wilful neglect is the most potent weapon at your disposal. —Daily Express.

PRINCE'S BUS RIDE.

The day before the Prince of Wales set out on his long air-flight from Lima (Peru) to Arequipa, high up in the Andes, he was taken, according to the Press, for a drive in a single-deck bus. Just what he expected his sensations to be in riding in a public passenger vehicle are not recorded; but his journey was evidently something of a revelation for when he alighted he said: "I didn't believe travel in a motor bus could be so comfortable."

The bus was British, built and shipped to Peru by the Associated Equipment Co., Ltd., of Southall, England. It was a standard "Regal" model recently placed in service by Metropolitan Bus Company of Lima.

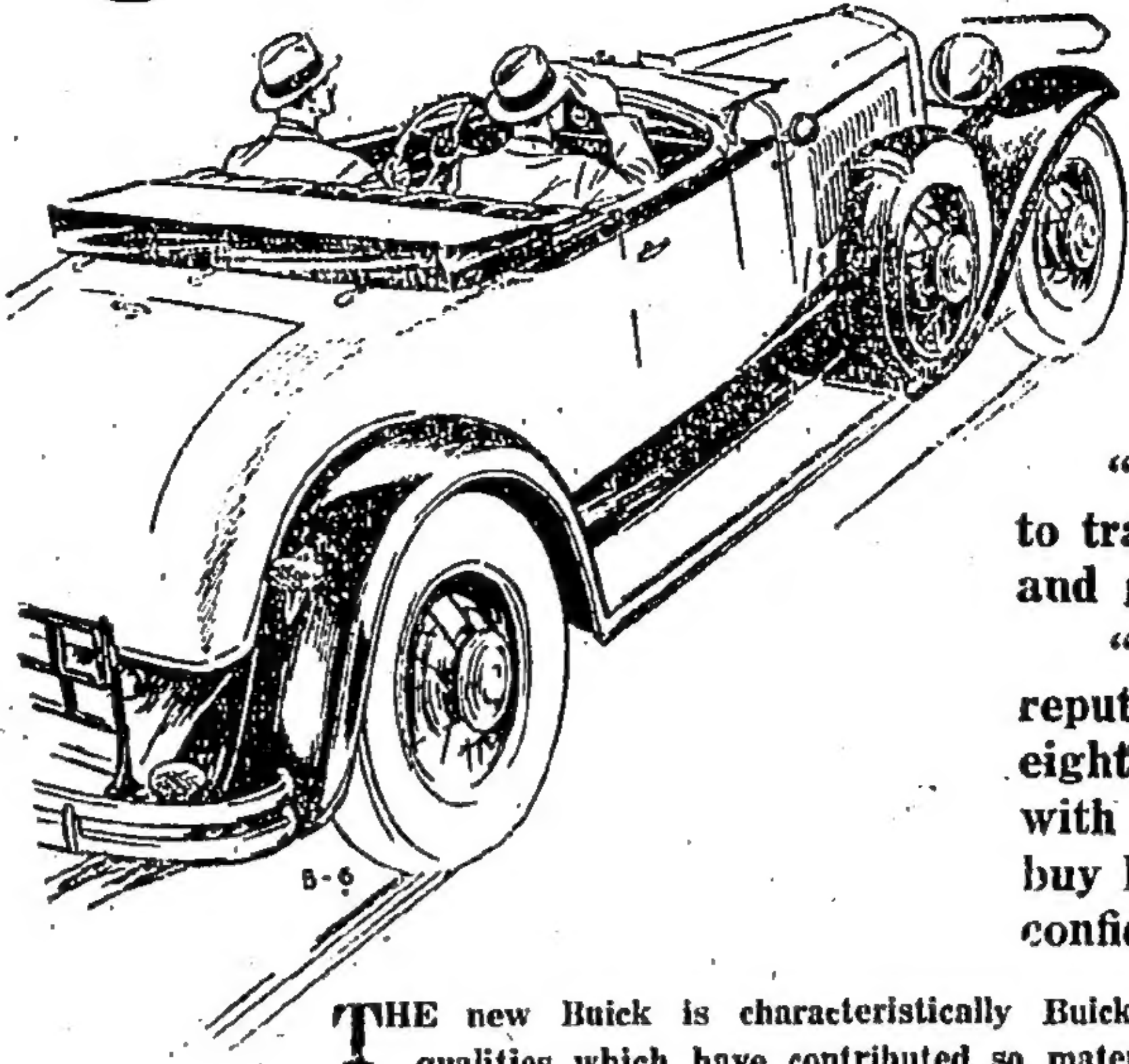
The A.E.C. are naturally glad that what appears to be H.R.H.'s first introduction to modern bus travel should have been through the medium of one of its standard products working over 5,000 miles from Britain.

AUSTRALIAN PRAISE.

"A few years ago," writes a prominent Australian motoring correspondent, "it was the exception to find a motor car, manufacturer in Britain building models definitely intended for the Australian trade."

"Now, however, it is difficult, among the larger companies at least, to find one which has not included in its range models built to meet the definite Australian demand for high-gear performance, speed, good looks and comfort, combined with reasonable fuel consumption." Speaking of the Singer "Light Six," he says: "Hill-climbing performances were excellent; all the hills ascended round the city (Melbourne) being climbed at good speed in top gear." A strenuous test run of 150 miles, during which the car covered 90 miles in two hours, demonstrated "how splendidly the company's engineers are catering for the Australian demand."

British manufacturers are at long last dispelling the belief that British cars are not suited to "colonial" conditions.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line — and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects — even more than any previous Buick has — the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models	H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The
BUICK 8
The Eight with
Buick's Prestige

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.S.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 50283.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

STRAWS IN THE WIND.

United States Automobile Improvement.

Direct evidence of a change for the better within the rubber manufacturing industry is seen in the latest report of the Conference of Statisticians in Industry prepared under the auspices of the National Industry Conference Board. Although the figures presented go only up to the first of February, the comparison with December figures substantially warrants the assumption that an upward industrial trend is beginning.

Automobile production increased by 14 per cent. during January over December's level. The seasonal increase for the month is normally but 10 per cent. The increase in January follows the pre-seasonal up-turn in output experienced in December, which likewise showed a monthly gain of 14 per cent. New passenger car registrations during December gained 3.2 per cent. over November.

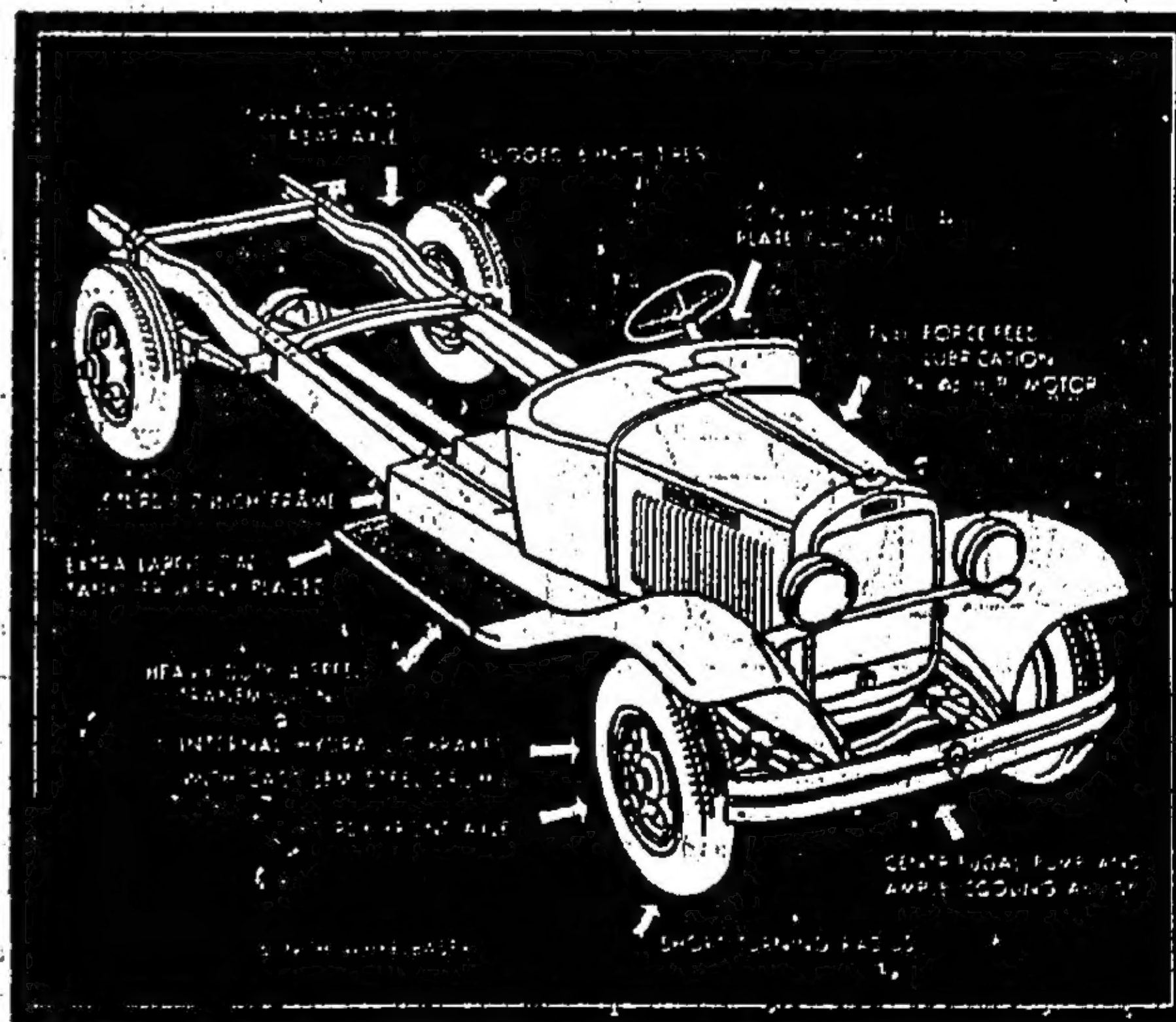
Crude rubber consumed in January showed a 33 per cent. gain over consumption in December, or a total of 28,557 tons. Reports indicate that this tonnage has been maintained if not slightly exceeded during February. Tyres on hand on December 31, amounting to 9,003,438, represented a 6.2 per cent. decline from the November inventory figure and was 24 per cent. below the number held at the end of 1929.

Judging from the favourable movements already observed, the industrial storm so long endured seems to be finally clearing.—Rubber Age.

"GUY" BUSES.

Following upon an order for five Guy "Invincible" and "Conquest" double and single deck bus chassis for the Johannesburg Municipality, there has recently been put into service a 48-seater double-deck "Invincible" bus with The Rose Bus Service, operating between Johannesburg, Germiston, Boksburg, Benoni. The Benoni service was inaugurated on Monday, December 8, when the Tramways Manager, Mr. L. M. Barry, Mr. Ralston, Superintendent of the Municipal Bus Garage, Mr. Gibbons, Manager of the Germiston Municipal Buses, and the Mayor and Town Engineer of Benoni turned out in force to see this vehicle in operation. This is the first double-deck motor omnibus to be put into service in the Transvaal.

ARRIVING SHORTLY A NEW LOW PRICE DODGE STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

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China Mail

Thursday, May 14, 1931.
Third Moon, 27th Day.

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中華民國辛未年三月廿七日

HONG KONG, THURSDAY, MAY 14, 1931.

GIRLISH CHARM

by a

SAFE METHOD

Beautiful women have now an opportunity to gain and preserve figure loveliness in an entirely harmless, easy way.

LEICHER SLIM FIGURE

AND

BEAUTY BATH "1001."

THE PHARMACY

Asiatic Building.

Tel. 20345.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"CALCHAS" 28th May For Port Said, Marseilles, Casablanca, London, Rotterdam, Hamburg and Hull
"SARPEDON" 10th June For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow

LIVERPOOL SERVICE.

"ELPENOR" 20th May For Port Said, Genoa, Havre, L'pool and Glasgow
"THESEUS" 2nd June For Port Said, Havre, L'pool and Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTEUS" 28th May For Victoria, Vancouver & Seattle
"IXION" 27th June For Victoria, Vancouver & Seattle

INWARD SERVICE.

"DIOMEDES" Due 17th May For S'hai, Moji, Kobe and Y'ama
"MERIONES" Due 22nd May For S'hai, Moji, Kobe and Y'ama

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undermentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,
Agents.

AIR CONTROVERSY.

TESTS OF BIPLANES AND
MONOPLANES.

WING AREA SIMILAR.

Rugby, Yesterday.
A practical test undertaken by the Air Ministry may provide authoritative light on one of the oldest and most debated controversies in aviation, namely, the rival advantages of monoplanes and biplanes.

Two medium-sized air liners have been ordered, one being a monoplane and the other a biplane, each to carry the same load and have the same engine power. The only differences being in the structure of the wings and control surfaces. These will undergo an exhaustive series of tests.

The machines are being supplied by the Blackburn Company, and each will have three Armstrong-Siddeley Lynx Major air-cooled radial engines. The monoplane will have a considerably greater space, but the wing area will be almost the same for both machines. These craft will undertake experimental flights in both landplane and seaplane form, and the data will be carefully studied. —British Wireless Service.

DIRECTOR KILLED.

TRAGIC DISCOVERY IN A
WAREHOUSE.

CULPRITS' CONFESSION.

Amsterdam, Yesterday.
Two men have been arrested in connection with the murder of Herr Eschauer, and are alleged to have confessed.

The police state that Eschauer had recently been negotiating with an inventor regarding a certain invention, and apparently became distrustful and refused to supply more money. The inventor persisted in his request, and is alleged to have rented an empty warehouse under an assumed name. The owner of the warehouse entered last night and saw a shoe protruding from a packing case, and then discovered the millionaire's body tied with a rope and leather strap. —Reuter.

BANK BILL.

DEFEAT FOR AUSTRALIAN
PRIME MINISTER.

Canberra, Yesterday.
The Senate by a vote of 21 to 4 has rejected the Commonwealth Bank Bill. —Reuter.

[The purpose of the Bank Bill was to enable the Government to draw on the Commonwealth Bank's gold reserve for overseas debt payments. The House of Representatives adopted the Bill on April 23. Mr. Scullin obtained their assent after an impassioned speech declaring that unless gold was sent to London immediately, Australia would default on Treasury Bills.]

ALLEGED MURDER.

CRIME ON UNLICENSED
PASSENGER BOAT.

Brief intimation of a murder having been committed in Cheung Chau Harbour reached Police Headquarters this morning.

The report, which is lacking in detail, states that the victim is Wong Chik-yau, aged 75 years, and lived on an unlicensed passenger boat. It adds that a chopper was used by the alleged assailants, the number of whom is unknown at present.

FRANCE MAKES BID FOR TOURISTS.

Vexatious Taxes to Be
Abolished.

After one of the worst Winter tourist seasons on record, France is preparing for a bumper harvest of Summer trippers and visitors. Special fares and facilities are offered tourists by the French railways and hotel-keepers, large and small, have made arrangements to handle full houses.

The Government has abolished many of the irritating and vexatious hotel, port and "stranger" taxes, and many other formalities are to be waived.

Another point that the Government has seen to is that foreign visitors will know exactly what their trip will cost them. Every hotel in Paris has issued a stated list of prices. The cost of food and rooms has decreased, and in the majority of cases inclusive prices for a stay are being clearly quoted.

It is also understood that Signor Mussolini intends shortly to create the post of Secretary of State for Tourist Traffic. The new department, which will have the entire control of the tourist traffic in Italy, both home and foreign, will conduct a big publicity campaign.

PRESIDENT OF FRANCE.

(Continued from Page 1.)

The uproar continued while M. Doumer read out the statutory articles governing the election, and the noise was redoubled by the Socialists trying to shout down the Communists. M. Doumer, however, continued unmoved, and picked out at random the letter L in the dictionary, signifying that voting would begin with Senators and Deputies whose names begin with that letter. —Reuter.

Paris, Yesterday.
The first ballot for the Presidency resulted:

Doumer 432.
Briand 391

However, a second poll is urged. —Havas.

ASSAULT CHARGE.

BORDERERS REMAINED IN
CUSTODY.

VICTIM STILL ILL.

On the charge that they unlawfully and maliciously wounded, or inflicted grievous bodily harm on Detective P.C. Chau Kiu in Pedder Street, on the night of May 3, Private P. J. Brian and Private H. James, both of the South Wales Borderers, made their second formal appearance before Mr. E. H. Williams, in the Second Police Court this morning.

For the prosecution, Inspector K. W. Andrew said: "The position to-day is this. The detective is still not out of danger, but his condition is slightly better. That is all that can be said. He cannot appear with any degree of safety for at least another two weeks."

The Magistrate accordingly remanded the defendants for another week in military custody.

CINEMA FIRE.

WOMEN AND CHILDREN BURNED
TO DEATH.

EXIT BLOCKED.

Tokyo, Yesterday.
Sixteen people were burned to death and 30 others injured in a fire which broke out last night in the village of Shimamaki, in Hokkaido, during a cinema exhibition in a temporary shack.

The film suddenly burst into flame and the terrified audience of about two hundred people, started a wild stampede for the exit.

The flames spread with such rapidity that the panic-stricken audience was rapidly engulfed in them as they made their mad rush to escape from the burning building.

Sixteen houses in the vicinity were destroyed before the conflagration was finally subdued.

Tokyo, Later.
The casualties in the fire are now put at seventeen dead, all women and children.

When the film caught fire the only exit became blocked, and the death toll would have been heavier had not many jumped through the windows to safety. —Reuter.

KAYE DON.

ATTEMPT TO BREAK OWN
RECORD.

WEEK-END THRILLS.

Rugby, Yesterday.
Kaye Don, who is at Lake Garda, Italy, will attempt in the next few days to break his own world's record for speedboats, hopes to make the first trial run with Miss England II. to-day.

At the week-end he will compete for the Garda Shield and D'Annunzio Trophy, given by the famous poet in memory of Sir Henry Segrave, the first man to pilot Miss England II. Conditions on Lake Garda are excellent for high speeds, and Kaye Don expects to make a considerable advance on the 103.49 miles an hour world's record he established at Buenos Aires a few weeks ago. —British Wireless Service.

STOWAWAY BRITON

WARRANT ISSUED FOR HIS
ARREST.

Henry Lee, the Briton, who attempted to stow away to Rabaul on the s.s. Bremerhaven, and who was remanded on bail, pending his being sent home, failed to appear at the Kowloon Magistracy this morning.

The Magistrate, Mr. E. W. Hamilton, issued a warrant for his arrest.

Free Trip from Shanghai.
Presenting a grimy appearance, Edward Yarom was charged with having stowed away on the s.s. Foo Shing from Shanghai.

The Chief Officer said the man was found in the coal bunkers, where he had been hiding for four days.

Pending being sent back to Shanghai, he was remanded for three days in Police custody.

Members of the Saskatoon Herd Improvement Association have been awarded 88 certificates of production by the provincial dairy branch since the beginning of the year, reports J. N. Wilcox, recorder of the association. These include plain certificates for cows producing over 800 pounds of butterfat in the 10-month period and blue seal certificates for the cows making over 400 pounds.

AMUSEMENTS

AT THE **QUEEN'S** SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



You May Be
Shocked at
HOWARD HUGHES'
Thrilling Spectacle

HELL'S ANGELS

But You Will
Never Forget It!

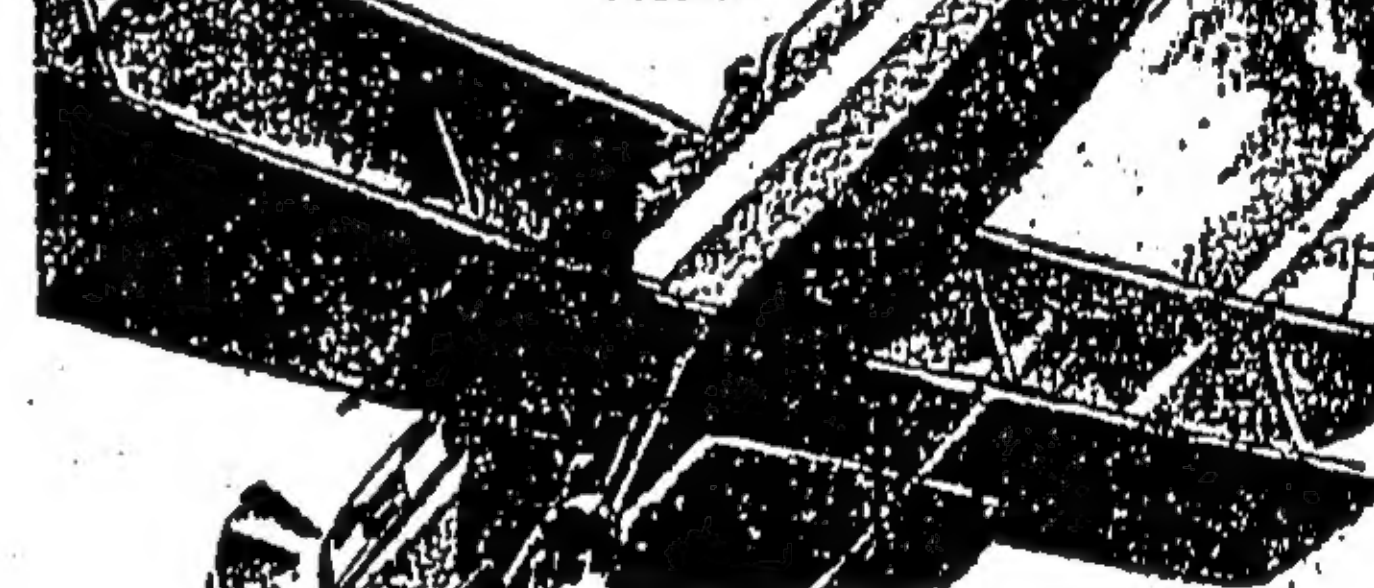
The Startling Picture
of the Air

"No theatre-goer who is decently grateful for the divine gift of eyesight should fail to see 'Hell's Angels'."

"Besides the sheer magnificence of a part of this picture, all stage spectacles and colossal circuses become puny."

—Cinema Theatre Magazine

United Artists
Picture



with
JEAN HARLOW

BEN LYON

JAMES HALL

NEXT CHANGE

BY SPECIAL REQUEST

FLORENZ ZIEGFELD
& SAMUEL GOLDWYN

A LAUGH A MINUTE!

A rib-tickling entertainment with the master of mirth and a bevy of gorgeous beauties!



WHOOPEE!
A
UNITED ARTISTS
PICTURE SENSATION.
TECHNICOLOR

CENTRAL THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

THE PARAMOUNT GREATEST PICTURE THRILL OF 1931.
PLENTY OF TIGERS, AND LEOPARDS AND ORANG-UTANGS.



RANGO

NOT a motion picture
NOT a band... or a
phonograph record
But
REAL tigers roaring their
death threat...
REAL human battles for
their lives...
REALLY filmed in
the dense jungle
deep in the world's most primi-
tive jungle, and brought to the
screen in "Rango".

An ERNEST SCHOED-
SACK Production
A Garmonian Picture

STRANGER THAN FICTION AND
TEN TIMES MORE THRILLING.

Bookings at Anderson's and
the Theatre (Tel. 25720).

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DYSENTERY

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